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ACCOUNTS AND PAPERS:

*FORTY-FIVE VOLUMES.*

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—(25.)—

RAILWAYS, &c.—*continued*;  
TRAMWAYS; HIGHWAYS; TURNPIKES; HARBOURS, &c.

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Session

8 February — 14 August 1877.

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VOL. LXXIII.

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# ACCOUNTS AND PAPERS:

1877.

## FORTY-FIVE VOLUMES:—CONTENTS OF THE TWENTY-FIFTH VOLUME.

N.B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for The House of Commons.

### RAILWAYS, &c.—continued.

#### Bills of Session 1877 (General Report):

- ✓ 3. Report by the Board of Trade upon all the Railway, Canal, Tramway, Gas, and Water Bills of Session 1877 - - - - - p. 1

#### Abandonment of Railways:

- ✓ 38 (1). Warrants of the Board of Trade authorising the Abandonment of the Northampton and Banbury Junction Railway (Extensions to Chipping Norton and Blockley), and Report thereon - - - - - 47

#### Capital and Loans (Railway, &c. Bills):

- ✓ 391. Return of Capital in Shares and by Loans respectively proposed to be raised by Railway and other Bills brought before Parliament in 1877, and the Aggregate Amount of such Capital and Loans; together with the Gross Aggregate Return for the previous Ten Years - - - - - 51

#### Capital and Loans Traffic Works Expenditure, &c.:

- ✓ [c. 1873.] General Report to the Board of Trade in regard to the Share and Loan Capital, Traffic in Passengers and Goods, and the Working Expenditure and Net Profits from Railway Working, of the Railway Companies of the United Kingdom, for 1876 - - - - - 57

- ✓ [c. 1793.] Railway Returns for the United Kingdom for the Year 1876, with Summary Tables for each Year from 1854 to 1876, &c. - - - - - 81

#### Continuous Brakes (Railways):

- ✓ [c. 1775.] Correspondence between the Board of Trade and the Railway Companies Association, and Returns from each of the several Railway Companies belonging to the Association, showing the steps taken by them for the Application of Continuous Brakes in Railway Trains - - - - - 205

#### Railway Commissioners (Toomer v. London, Chatham, and Dover Railway) :

- ✓ 90. Correspondence respecting an Order made by the Railway Commissioners in the Case of "Toomer and the London, Chatham, and Dover Railway" to run a Service of Local Trains into and out of the Chatham Station - 235



## Railway Companies' Deposits:

- ✓ 108. Return of the Names of Railway Companies whose Deposits under the Standing Orders of the House of Commons of Eight per Cent. were in the Custody of the Court of Chancery in England and Ireland, or the Court of Exchequer of Scotland, on 1st February 1876; specifying the Amount deposited, either in Stock, Exchequer Bills, or Cash, and the Date; also, Names of Companies whose Bonds given to the Crown have been forfeited; specifying the Amount in each Case, and what Proceedings have been taken thereon, &c. (in continuation of Paper, No. 21, of 1867) - - - - - p. 245

## Railway Companies Powers Act:

- ✓ 211. Report by the Board of Trade on the Applications made during the Year 1876 under "The Railway Companies Powers Act, 1864," and of the Proceedings of the Board of Trade with respect thereto - - - - - 261

## Railway Construction Facilities Act:

- ✓ 250. Report by the Board of Trade upon an application made in the Year 1876, under "The Railways Construction Facilities Act, 1864," and "The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870;" and of the Proceedings of the Board of Trade with respect thereto - - - - - 263

## Railway Structures (Use of Steel):

- ✓ 136. Report of the Committee appointed by the Board of Trade to consider the Practicability of assigning a safe Co-efficient for the use of Steel in Railway Structures, and Correspondence connected therewith - - - - - 265

## (Signal Arrangements and Systems of Working):

- ✓ [c. 1810.] Return by Railway Companies in the United Kingdom relative to Signal and Point Levers, &c.; and to the System upon which the Lines of Railway under their control are worked on - - - - - 275

## T R A M W A Y S:

## Tramway and Gas and Water Orders:

- ✓ [c. 1876.] Report by the Board of Trade of their Proceedings, under the Tramways Act, 1870, and the Gas and Water Works Facilities Act, 1870, during the Session of 1877 - - - - - 339

## Tramways (Capital, &amp;c.):

- ✓ 69. Return of Street and Road Tramways, showing the Amount of Capital authorised, and the Length Opened for the Public Conveyance of Passengers, from the passing of "The Tramways Act, 1870," down to the 30th day of June 1876, 345
- ✓ 310. Similar Return, down to 30th June 1877 - - - - - 351

## Nottingham and District Tramways (Provisional Order):

- ✓ 193. Report by the Board of Trade with respect to the Application of the Promoters of the Nottingham and District Tramways Provisional Order - - - - - 361

## HIGHWAYS AND TURNPIKES:

## Highways (England and Wales):

- ✓ [c. 1779.] Abstracts of the General Statements of the Receipts and Expenditure on account of the Highways of the several Parishes, &c. in England and Wales, for 1876 - - - - - 363

## Roads and Bridges (Scotland):

- ✓ 292. Return relating to Roads and Bridges in the Counties of Lanark and Renfrew 441

## Turnpike Trusts (England and Wales):

- ✓ [c. 1844.] Abstract of the General Statement of the Income and Expenditure of the several Turnpike Trusts in England and Wales, for 1875 - - - - - 453



## Turnpike Trusts (Scotland):

- ✓ [c. 1795.] Abstract of the General Statements of the Income and Expenditure of the several Turnpike Trusts in Scotland in 1875-76 - - - - p. 527

## H A R B O U R S :

## Harbour, &amp;c. Bills:

- ✓ 82-(1). Report by the Board of Trade on the Cork Harbour Bill - - - -
- ✓ 82-(2). Similar Report on the Rathmines and Pembroke Main Drainage and Improvement Bill - - - - - 551
- ✓ 82-(3). Similar Report on the South Dublin Railway Bill - - - - - 555
- ✓ 82-(4). Similar Report on the Thurso River Harbour Bill - - - - - 559
- ✓ 82-(5). Similar Report on the Wear River Commissioners Bill - - - - - 561

## Harbours (Bye-Laws as to Explosives):

- ✓ 179. Return of the Names of all Harbours in the United Kingdom for which Bye-Laws have been sanctioned by the Board of Trade, under "The Explosives Act, 1875," up to 31st March 1877, distinguishing those which prohibit all Traffic in Explosives, or restrict it to 30 lbs. weight - - - - 563

## Piers and Harbours:

- ✓ 76. Report by the Board of Trade of their Proceedings under "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act (1861) Amendment Act" - - - - - 565

## Dover Harbour:

- ✓ 405. Reports on Dover Harbour - - - - - 575

## Harwich Harbour:

- ✓ 75. Abstract of the Accounts of the Receipts and Expenditure of the Harwich Harbour Conservancy Board to the 31st August 1876; also an Account of their Credits and Liabilities to the 31st December 1876; with a Report of the Conservancy Board on their Proceedings and on the Works executed by them, and on the State of Harwich Harbour - - - - - 581

## Holyhead Harbour:

- ✓ 95. Papers relating to the Collision of the Mail Steamer "St. Patrick" with the Sunken Wreck "Edith" in Holyhead Harbour; and Correspondence on the subject of raising the "Edith" - - - - - 587

## Ramsgate Harbour:

- ✓ 97. Report of a Committee requested by the President of the Board of Trade to enquire into the management of Ramsgate Harbour and its Property; with Correspondence thereon, and on the Income and Expenditure of the Harbour - - - - - 615
- ✓ 27. Statement of the Receipts and Payments made by the Board of Trade, for 1875-76; together with an Account of the Receipt and Issue of Stores; and also, Receipts and Payments on account of the Benefit Fund - - 629







RAILWAY, &c. BILLS.

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RETURN to an Order of the Honourable The House of Commons,  
dated 8 February 1877;—for,

COPY

OF

R E P O R T

BY THE BOARD OF TRADE

UPON ALL THE

RAILWAY, CANAL, TRAMWAY, GAS, AND WATER BILLS

OF SESSION 1877.

(*Mr. Edward Stanhope*).

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*Ordered, by The House of Commons, to be Printed,*  
*8 February 1877.*

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## GENERAL INDEX.

	Page
ABSTRACT of the NUMBER of RAILWAY, CANAL, TRAMWAY, GAS, and WATER BILLS, the Total proposed CAPITAL, and the Total LENGTH of proposed RAILWAYS and TRAMWAYS - - - - -	3
ABSTRACT of the NUMBER of APPLICATIONS to the BOARD OF TRADE for PROVISIONAL ORDERS under the TRAMWAYS ACT and the GAS and WATER FACILITIES ACT - - - - -	4
ANALYSIS of BILLS :	
RAILWAY AND CANAL - - - - -	7
TRAMWAY - - - - -	19
GAS - - - - -	21
WATER - - - - -	26
GROUPING of BILLS :	
RAILWAY AND CANAL - - - - -	28
TRAMWAY - - - - -	33
DITTO (PROVISIONAL ORDERS) - - - - -	34
GAS - - - - -	34
WATER - - - - -	36
GAS AND WATER - - - - -	37
DITTO - - (PROVISIONAL ORDERS) - - - - -	37
METROPOLITAN RAILWAY SCHEMES - - - - -	38
DITTO - TRAMWAYS - - - - -	42
AMALGAMATION OF RAILWAYS - - - - -	44

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# REPORT OF THE BOARD OF TRADE ON THE RAILWAY, CANAL, TRAMWAY, GAS, AND WATER BILLS OF 1877.

THE Number of Bills deposited this Session, which relate to RAILWAYS, CANALS, TRAMWAYS, and the Supply of GAS and WATER, amounts to 196.

## RAILWAYS AND CANALS.

The Number of Bills which relate to RAILWAYS and CANALS amounts to 116, of which Number 81 propose to authorise the Construction of New Railways, or Additional Railway Works.

	NUMBER OF BILLS.	LENGTH. OF NEW LINE.	Proposed Capital.		
			By Shares.	By Loan.	TOTAL.
PROMOTED BY EXISTING COMPANIES:		Miles.	£.	£.	£.
England - - -	68	191	12,279,000	4,622,500	16,901,500
Scotland - - -	12	20	984,000	347,600	1,331,600
Ireland - - -	11	10	1,246,000	328,650	1,574,650
TOTAL - - -	91	221	14,509,000	5,298,750	19,807,750
PROMOTED BY NEW COMPANIES:					
England - - -	21	219	3,573,000	1,189,600	4,762,600
Scotland - - -	1	5	150,000	50,000	200,000
Ireland - - -	3	34	385,000	161,000	546,000
TOTAL - - -	25	258	4,108,000	1,400,600	5,508,600
TOTAL for RAILWAYS and CANALS - -	116	479	18,617,000	6,699,350	25,316,350

## TRAMWAYS.

The Number of Bills which relate to TRAMWAYS amounts to 16.

England - - -	11	33	337,000	168,100	505,100
Scotland - - -	2	5	65,000	17,500	82,500
Ireland - - -	3	13	131,000	34,000	165,000
TOTAL for TRAMWAYS	16	51	533,000	219,600	752,600

## GAS.

The Number of Bills which relate to the Supply of GAS amounts to 43.

England - - -	35	- - -	976,540	1,467,650	2,444,190
Scotland - - -	2	- - -	42,410	112,500	154,910
Ireland - - -	6	- - -	166,000	60,000	226,000
TOTAL for GAS - -	43*	- - -	1,184,950	1,640,150	2,825,100

## WATER.

The Number of Bills which relate to the Supply of WATER amounts to 29.

England - - -	18	- - -	1,021,000	1,454,000	2,475,000
Scotland - - -	3	- - -	- - -	485,000	485,000
Ireland - - -	-	- - -	- - -	- - -	- - -
TOTAL for WATER -	21	- - -	1,021,000	1,939,000	2,960,000
GENERAL TOTAL for RAILWAYS, CANALS, TRAMWAYS, GAS, and WATER - - - }	196	{ Railways 479 miles, Tramways 51 miles. }	21,355,950	10,498,100	31,854,050

\* Five of these Bills also contain provisions relating to the Supply of Water.



## PROVISIONAL ORDERS.

THE Number of Applications made to the Board of Trade for Provisional Orders relating to TRAMWAYS, and the Supply of GAS and WATER, amounts to 28.

	NUMBER OF APPLICATIONS.	LENGTH OF ROAD FOR WHICH TRAMWAY IS PROPOSED.	Proposed Capital.	
			By Shares.	By Loan.
TRAMWAYS.				
ENGLAND - - - -	12	<div><div>Miles.</div><div>(double line) 11 miles 29 chains (single line) 17 miles 36 chs.</div></div>	£.  152,602*	£.  32,000
* From the Estimate of Expense.				
GAS.				
ENGLAND - - - -	12	- - -	162,530	22,750
WATER.				
ENGLAND - - - -	3	- - -	22,000	3,000
GAS AND WATER.				
ENGLAND - - - -	1	- - -	10,000	---
TOTAL for Gas and Water	16	- - -	194,530	25,750
GENERAL TOTAL for TRAMWAYS, and GAS and WATER, Provi- sional Orders - -	28	<div><div>11 miles 29 chains double line - 17 miles 36 chs. single line -</div></div>	347,132	57,750



## BILLS BY EXISTING RAILWAY COMPANIES.

The Bills deposited by existing Railway Companies relate in some cases to short railway extensions or branches, but more particularly to the enlargement and improvement of stations, and the widening of lines consequent upon the increasing traffic. Provision is made in many cases for an extension of time for the purchase of lands, and the completion of Railways and Railway Works, authorised in previous Sessions, or for new arrangements relating to capital. Some of the Bills contain provisions for vesting the Undertakings of some of the smaller Companies in those of the larger Companies; a most important Bill, however, is proposed to be introduced by the South Eastern and London, Chatham, and Dover Railway Companies for the fusion of their Undertakings under certain conditions. In Ireland, Bills are proposed having reference to the amalgamation of the Railways in the north-eastern district of Ireland.

The longest of the Railways are those proposed by the Great Northern Railway Bills, one for a Railway from Shepreth to March, a length of 34 miles, and the other for a Railway, which is presumed to be an alternative route, from Spalding to Lincoln, a length of 36 miles; the other proposed Railways or branch lines do not exceed in any case more than 13 miles in length, and are generally much less.

The additional capital proposed by the Bills, though not so large as in former years, will add considerably to the capital of some of the larger Companies.

The Great Northern Railway Company propose, by their Bills, to raise additional sums, amounting together to	£.
The Midland - - - - -	5,199,600
The London and South Western - - - - -	1,733,000
The London and North Western - - - - -	1,433,500
The North British - - - - -	1,425,300
The Manchester, Sheffield, and Lincolnshire - - - - -	986,600
The Lancashire and Yorkshire - - - - -	866,000
The East London - - - - -	800,000
The Great Western - - - - -	666,600
The Great Northern of Ireland - - - - -	666,000
The Great Eastern - - - - -	640,000
The Metropolitan District - - - - -	600,000
The Midland Great Western of Ireland - - - - -	480,000
And 34 Bills by existing Companies propose to raise further sums, amounting in the aggregate to - - -	400,000
	3,911,150
Making a Total proposed to be raised by } existing Railway Companies of - - - } £.	19,807,750

## BILLS BY NEW RAILWAY COMPANIES.

The Bills for the construction of new Railways by new Companies amount in the aggregate length to 258 miles. One of these Bills proposes the construction of new Railways in Norfolk, 71 miles in aggregate length, and another for a new Railway in Ireland, 33 miles in length; two other Bills for Railways, respectively about 20 miles in length, between Croydon and East Grinstead, and East Grinstead and London.

The total capital proposed by these Bills by new Companies amount in the aggregate to 5,508,600 £,

## TRAMWAY BILLS.

The Bills relating to Tramways, 16 in number, propose the construction of 51 miles of Street Tramway by new Companies, Corporations of Towns, or other local authorities, and the moneys proposed to be raised for this purpose amount to 752,600 *l.* Most of these Bills propose to take powers to work their Tram-cars by steam or other mechanical power, subject to regulations which may be made by the Board of Trade.

The Analysis of the Tramway Bills will be found at pages 19 and 20.

## TRAMWAY PROVISIONAL ORDERS.

The applications that have been made for Provisional Orders are 12 in number, 8 of which propose the construction of 29 miles of new tramway, the others relate to additional powers with regard to their existing undertakings. Provision is made in the case of the greater number of the applications for working the tramways by steam power.

The estimated expense of these new tramways for which Provisional Orders are sought amounts to 152,602 *l.*

A list of these applications will be found at page 34.

## GAS AND WATER BILLS.

Of the 64 Bills, 38 relate to the supply of Gas only, and 5 to the supply of Gas and Water, 13 being proposed by Corporations of Cities, or Local Boards, 6 by a new Company, and 24 by existing Companies.

Twenty-one Bills relate to the supply of Water only, 6 being proposed by Corporations of Cities, or Local Boards, 7 by new Companies, and 8 by existing Companies.

The total of the sums proposed to be raised by these 64 Bills amount to 5,785,100 *l.*

The Analysis of the Gas and Water Bills will be found at pages 21 to 27.

## GAS AND WATER PROVISIONAL ORDERS.

Sixteen applications have been made to the Board of Trade for Provisional Orders; 12 for purposes relating to the supply of Gas, 3 relating to the supply of Water, and 1 relating to the supply both of Gas and Water.

The total sums proposed to be raised by these Provisional Orders amount to 220,280 *l.*

A list of these applications will be found at page 37.

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## ANALYSIS OF BILLS.

## RAILWAY AND CANAL BILLS.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Abbotsbury Railway - - -	29	To incorporate a Company for making a Railway from the Wilts, Somerset, and Weymouth section of the Great Western Railway at Upway, to Abbotsbury, and to empower them to enter into working arrangements with the Great Western Railway Company.	54,000	18,000	6 33
Athenry and Tuam Railway (Abandonment of Claremorris Extension, &c.)	32	To authorise the Company to abandon the construction of the extension of their Railway between Tuam and Claremorris authorised in 1872; return of deposit, &c.	—	—	—
Banbury and Cheltenham Direct Railway.	29	To authorise the Company to make a deviation in their authorised Railway, and a new Railway in connection with the Chipping Norton Branch of the Great Western Railway; to acquire additional lands; and to enter into agreements with the Great Western Railway Company; to extend the time limited for the construction of the Railway by the Act of 1873.	—	350,000	1 26 Deviation 2 25
Barry Railway - - - -	31	To incorporate a Company for making a Railway from the Great Western Railway at the Peterston station to Cadoxton-juxta-Barry, and to authorise them to enter into working and traffic agreements with the Great Western Railway Company.	130,000	43,000	8 33
Belfast and Ards Railway - -	32	To incorporate a Company for making a Railway in County Down, from Belfast by Newton Ards, Grey Abbey, and Kircubbin to Portaferry, with junctions with the Belfast Central and the Belfast and County Down Railways; gauge of Railway not to be less than two feet six inches; traffic arrangements with the Belfast Central Railway Company, and the Belfast Harbour Commissioners.	130,000	43,000	33 12
Belfast Central Railway (Extensions).	32	To authorise the Belfast Central Railway Company to construct Railways in Belfast for connecting their Railway with a new central station, and with the Belfast and Northern Counties Railway; and to empower them to run over and use portions of Railways and Tramways of the Belfast Commissioners, and the Belfast and Northern Counties Railway Company.	200,000	66,650	1 37 Tramway 0 59
Belfast, Holywood, and Bangor Railway Extension.	32	To incorporate a Company for making Railways to connect the Belfast, Holywood, and Bangor Railway with town of Belfast, and with the Belfast Central Railway; to authorise them to enter into working agreements with the Belfast, Holywood, and Bangor Railway Company; and to use portions of the Belfast Central Railway; the Board of Trade to be empowered to restrain such user if calculated to endanger or obstruct the traffic on that line.	55,000	18,000	1 03

## RAILWAY AND CANAL BILLS—continued.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Birmingham and Lichfield Junction Railway.	30	To extend the time limited for the compulsory purchase of lands, and for the completion of the Companies Railways and Works authorised by their Acts of 1872, 1874, and 1875.	—	—	—
Brighton and Dyke Railway -	29	To incorporate a Company for making two short Railways to connect the London, Brighton, and South Coast Railway at Hove with the Dyke; to empower them to enter into working agreements with the London, Brighton, and South Coast Railway Companies, and to use part of that Company's line.	72,000	24,000	5 03
Bristol and Portishead Pier and Railway Company.	29	To extend the time limited by the Company's Acts of 1866 and 1873 for the construction of the pier; to authorise the Company to construct drainage works, and conjointly with the Great Western Railway Company to enter into agreements with owners of steam and other vessels.	60,000	20,000	—
Bristol Port Railway and Pier -	29	To provide for the sale of the undertaking by the mortgagees of the Company.	—	—	—
Bromley Direct Railway - -	28	To extend the period limited by the Company's Acts of 1874 and 1876 for the completion of the Railway; to enable the Company to raise additional capital, and to enter into working agreements with the South Eastern Railway Company.	30,000	10,000	—
Bury and Tottington District Railway.	30	To incorporate a Company for making a Railway from the Lancashire and Yorkshire Railway at Bury, to Tottington and Holcombe Brook, and to enable them to enter into working agreements with the Lancashire and Yorkshire Railway Company.	50,000	16,600	4 20
Burry Port and Gwendreath Valley Railway.	31	To extend the time limited for the construction of the Company's Railways by their Acts of 1872 and 1874; to enable the Company to enter into working agreements with the Gwendraeth Valleys Railway Company.	—	—	—
Cambrian Railways - - -	31	To revise the powers of the Act of 1862 for the construction of a Railway from Abercrich to Porthdinlleyn Harbour and a pier; to enable the Company to enter into working agreements with the London and North Western and Great Western Railway Companies.	140,000	30,000	9 42
Clacton-on-Sea Railway - -	31	To incorporate a Company for making a Railway from Clacton-on-Sea to junctions with the Tendring Hundred Railway near Thorpe; to authorise the Company to use a portion of the Tendring Hundred Railway, and to enter into working arrangements with the Great Eastern and Tendring Hundred Railway Companies; to enable the Tendring Hundred Railway Company to widen portions of their Railway, and to subscribe to the proposed Railway.	25,000	8,300	4 40
Cleator and Workington Junction Railway.	30	To enable the Cleator and Workington Junction Railway Company to make extensions of their authorised Railway to the Cleator and Furness Railway and to the Derwent Branch of the Maryport and Carlisle Railway; to authorise them to use portions of the Maryport and Carlisle Railway, and to enter into working agreements with the Furness Railway Company; to enable the Company to enter into agreements with the Furness Railway Company for a transfer of the Company's undertaking.	120,000	40,000	9 65



RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Lines Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Cheshire Lines Committee -	30	To authorise the Committee to acquire additional land and buildings; to make a new Railway at Walton-on-the-Hill, to stop up and discontinue certain roads or footpaths; the Manchester, Sheffield, and Lincolnshire, Great Northern and Midland Railway Companies may respectively raise additional capital: to extend the time for the construction of works authorised by the Cheshire Lines Act, 1872.	400,000 400,000 400,000	133,000 133,000 133,000	1 09
Coleford Railway - - -	31	To extend the time limited by the Act of 1872 for the completion of the Railway.	—	—	—
Cork and Macroom Direct Railway.	32	To authorise the Company to extend their Railway into the City of Cork.	21,000	7,000	0 67
Cornwall Minerals Railway -	29	To enable the Company to enter into working and other arrangements with the Great Western Railway Company; to enable the latter Company to guarantee interest on the Company's capital; to authorise the Company and the Trustees of the Treffrey's Estates to agree for an extension of term of the lease for 999 years of the premises held by the Company.	—	—	—
Cranbrook and Paddock Wood (Light) Railway.	32	To incorporate a Company for making a Railway from Cranbrook to a junction with the South Eastern Railway at Paddock Wood Station, and to enable them to enter into working and traffic arrangements with the South Eastern Railway Company.	100,000	33,000	13 51
Derry Central Railway - -	32	To authorise the Belfast and Northern Counties Railway Company to subscribe to the construction of the Derry Central Railway, and to enter into agreements with the Company.	35,000	—	—
Dover and Deal Railway - -	28	To extend the periods respectively limited by the Company's Act of 1874, for the compulsory purchase of lands, and for the completion of the Railway.	—	—	—
Dublin Railway - - -	32	To incorporate a Company for making a Railway in Dublin, extending from the Dublin and Kingstown Railway at Westland Row to Trinity College Grounds, and to authorise them to enter into working and traffic arrangements with the Dublin, Wicklow, and Wexford, and the South Dublin Railway Companies.	200,000	100,000	0 36
Dublin, Wicklow, and Wexford	32	To authorise the Company to make a Railway from their Ballywilliam Branch to the town of New Ross; to widen and improve portion of their Railway, and lay down additional lines of rails; to construct a road bridge at Bray; to extend the time for the completion of works authorised in 1875.	120,000	40,000	7 21
Dunfermline and Queensferry Railway.	32	To authorise the Company to raise additional capital, and to enable them to alter and amend the agreement with the North British Railway Company.	30,000	10,000	—
East Grinstead and London Railway.	29	To incorporate a Company for making Railways between East Grinstead and Croydon; the Railways to form junctions with the London, Brighton, and South Coast Railway at East Grinstead and Croydon, the South Eastern Railway at Crowhurst and the authorised line of the Caterham and Godstone Valley Railway at Oxted; the Railway between Oxted and Croydon is to be made in great part upon the site of the abandoned works of the Surrey and Sussex Junction Railway; to authorise the Company to use portions of the Railways and stations of the Brighton and the South Eastern Railway Companies, and to enter into working agreements with those Companies.	450,000	150,000	19 72

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
East London Railway - -	28	To authorise the Company to raise further capital for the completion of their junction with the Great Eastern Railway.	£. 500,000	£. 166,600	M. CHS. —
Ely and Rhondda Valleys Junction Railway.	31	To incorporate a Company for making a Railway from the authorised Ely and Clydach Valleys Railway into the Rhondda Valley; and to authorise them to enter into working agreements with the Great Western Railway Company.	180,000	60,000	8 13
Fal Valley Railway - - -	29	To vest in the Cornwall Minerals Railway Company the powers conferred on the Company with respect to a portion of their Railway, and to authorise the abandonment of the remaining portion; to provide for the release of the deposit under the Fal Valley Railway Act, 1874.	—	—	—
Fareham Railway - - -	29	To authorise the abandonment of the Fareham Railway authorised by Act of 1874, and to provide for the release of the deposit.	—	—	—
Freshwater, Yarmouth, and Newport Railway.	29	To authorise the Company to make a deviation of their authorised Railway; to extend the period for the compulsory purchase of lands and the completion of their authorised Railway.	—	—	(deviation 3 31
Freshwater, Yarmouth, and Newport Railway (Abandonment).	29	To authorise the abandonment of the Railways and road forming the undertaking of the Company, and to provide for the release of the deposit.	—	—	—
Furness Railway - - -	30	To authorise a <i>lease or transfer</i> of the undertaking of the Whitehaven, Cleator, and Egremont Railway Company to the Furness and the London and North Western Railway Companies, or to the Furness Railway Company.	—	—	—
Girvan and Portpatrick Junction Railway.	32	To authorise the Company to acquire additional lands.	—	100,000	—
Glencairn Railway - - -	32	To revive the powers and to extend the periods for the compulsory purchase of lands, and for the completion of the Company's Railway authorised in 1872.	—	—	10 43
Golden Valley Railway -	29	To authorise the Company to make an extension of their authorised Railway from Dorstone to Hay, to be worked as a Light Railway.	72,000	24,000	6 17
Great Eastern Railway - -	31	To authorise the Company to make Railways to connect their Enfield Branch with their main line to Cambridge, a short Railway to connect the Ely and Peterborough Line with the Norwich Line, and an extension of the Chingford Branch; to widen their Railways between St. Ives and Huntingdon, Newmarket and Bury St. Edmund's and Haddiscoe to Reedham, and to extend the Pier at Lowestoft Harbour; to extend the time for the purchase of land and the completion of the Chingford Branch; to enable the Company to <i>purchase</i> the undertaking of the Saffron Walden Railway Company.	450,000	150,000	8 79
Great Eastern Railway - -	31	For declaring and regulating the right of voting at meetings of the Company.	—	—	—



RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed
			By Shares.	By Loan.	
Great Northern Railway (Further Powers).	30	To authorise the Company to make Railways to connect their Railway with the Tottenham and Hampstead Junction Railway in Middlesex, with the Great Eastern Railway at Huntingdon, and a deviation railway at Dewsbury; and to acquire additional lands, to extend the time for the purchase of lands, and for the completion of certain railways authorised in 1872, 1873, and 1874, &c.	£. 2,000,000	£. 666,600	M. CHS. 3 17
Great Northern Railway (Shepreth to March).	30	To authorise the Company to extend their Railway from Shepreth to March.	750,000	250,000	33 65
Great Northern Railway (Spalding to Lincoln).	30	To authorise the Company to extend their Railway from Spalding to Lincoln.	750,000	250,000	36 32
Great Northern Railway (Ireland).	32	To confirm the amalgamation of the Dublin and Drogheda, Dublin and Belfast Junction, Irish North Western and Ulster Railway Companies into one Company, and define the undertaking; to confer additional powers on the Company for the alteration of roads, and the purchase of additional lands; sale and transfer to London and North Western Railway Company of the North Wall Extension at Dublin, &c.	240,000	—	—
Great Northern Railway (Ireland) Transfer.	32	To authorise the sale and transfer to the Great Northern Railway (Ireland) Company of the undertakings of the Banbridge Junction, Banbridge, Lisburn, and Belfast, Dungannon and Cookstown, and the Banbridge Extension Railway.	300,000	100,000	—
Great North of Scotland Railway.	32	To authorise the Company to widen and improve their Deeside Railway; to divert and alter roads; to acquire additional lands.	100,000	33,000	—
Great Western Railway - -	29	To authorise the Company to make short railways at Cradley and Halesowen, a railway from the Kingswinford Branch to Sedgley, and a railway from the South Devon and Tavistock Railway to Princetown; to make new roads and widen road bridges, to stop up footpaths, to acquire additional lands, to widen and improve bridges at Bristol; to extend the time for the purchase of lands and completion of Severn Tunnel Railway, the Exe Valley Railway, the Silvertown Branch Railway, and for the Devon Railways authorised by the Bristol and Exeter Railway Act, 1875; to confirm agreement for amalgamation of the undertaking of the Bala and Dolgelly Railway Company with that of the Company, to enable the Company to acquire jointly with the Bala and Festiniog Railway Company the undertaking of the Festiniog and Blaenau Railway Company, Limited; confirmation of agreements between the Company with the Leominster and Kington, the Severn and Wye, the Tiverton and North Devon, and the Culm Valley Light Railway Companies.	500,000	166,000	13 32
Great Yarmouth and Stalham (Light) Railway Extension.	31	To authorise the Company to make a Railway from Stalham to the East Norfolk Railway, and an Extension Railway at Great Yarmouth. Railways to be constructed as <i>Light Railways</i> .	60,000	20,000	6 0

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
Greenwich Extension Railway -	28	To incorporate a Company for making a railway from the London, Chatham, and Dover at Blackheath Hill to London-street, Greenwich, with a branch to the South Eastern Railway, to enable the Company to use the railways and stations, and to enter into working arrangements with the two Companies.	£. 165,000	£. 55,000	M. CHS. 0 52
Harrow and Rickmansworth Railway (Abandonment).	33	To authorise the abandonment of the undertaking of the Company, and to provide for the release of the deposit.	—	—	—
Harrow and Rickmansworth Railway (Extension of Time).	30	To extend the time for the compulsory purchase of lands and the completion of the railway.	—	—	—
Harrow and West End Railway	29	To incorporate a Company for making a Railway from the Great Western Railway at Ealing to Harrow-on-the-Hill; to enable the Company to run over and use the Great Western Railway between Ealing and Paddington and the West London Railway, and enter into working agreements with the Great Western and Metropolitan District Railway Companies; traffic facilities with those two Companies and the London and North Western Railway Company.	1 00,000	33,330	4 67
Highland Railway - - -	32	To authorise the Company to provide and use steam and other vessels between Strome Ferry, at the terminus of the Dingwall and Skye Railway and the Isle of Skye and adjacent islands and the Hebrides; and between Wick and Scrabster, in Caithness, and other places on the mainland and the Orkney and Shetland Islands; to authorise the short canal Branch constructed by the Company in the parishes of Inverness and Bona as part of the undertaking of the Company.	—	—	0 57
Kelvin Valley Railway - -	32	To vest in the Kelvin Valley Railway Company the undertaking of the Kilsyth Railway Company authorised in 1876; to authorise the former to abandon a part of their undertaking authorised in 1873; to extend the time for the completion of the Kelvin Valley Railway; to extend the terms of the agreement between the Kelvin Valley and the North British Railway Company to the undertaking of the Kilsyth Railway Company.	—	—	—
Kettering, Thrapston, and Huntingdon Railway.	30	To authorise the Company to make further provision in relation to their capital.	—	—	—
Kew Bridge and Ealing Railway	28	To incorporate a Company for making a railway from the Loop Line of the London and South Western Railway near Kew Bridge to Ealing Dean; and to authorise the Company to enter into working agreements with the London and South Western and other Railway Companies, and to run over and use portion of the Kensington and Richmond Loop Line and the Chiswick Curve.	63,000	21,000	1 59
Lancashire and Yorkshire Railway.	30	To authorise the Company's Short Railways at Radcliffe and at Ormskirk; to widen and improve their railway at Accrington, to make improvements at their Bolton Station, new roads and abolition of level crossings at Waterloo, Seaforth, and Heywood; to make alterations, &c. of roads at Chatburn, Sowerby Bridge, Wakefield, Todmorden, and Salford; to acquire additional lands in Lancashire; to acquire jointly with the London and North Western lands at Belfast.	600,000	200,000	1 26



## RAILWAY AND CANAL BILLS—continued.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
Lancashire Union Railways -	30	To authorise the Company to make a Railway from their Railway at Wigan to the North Union Railway at the Standish Station.	£. 75,000	£. 25,000	M. CHS. 1 30
Largs Railway - - -	32	To incorporate a Company to make a Railway from the Greenock and Wemyss Bay Railway to Largs; and to enable them to enter into working agreements with the Caledonian and Greenock and Wemyss Bay Railway Company.	150,000	50,000	5 43
Leeds, Roundhay Park, and Osmondthorpe Junction Railway.	30	To authorise the abandonment of the Company's Railways authorised in 1874, and to provide for the return of the deposit.	—	—	—
Lewes and East Grinstead Railway.	29	To incorporate a Company for making a Railway extending from the Uckfield and Groombridge Branch of the London, Brighton, and South Coast Railway at Barcombe to that Company's Railway at East Grinstead, with a branch from near Horsted Kynes to the main line of that Company between Hayward's Heath and Balcombe Stations; to authorise the Company to enter into working agreements with the London, Brighton, and South Coast Railway Company; to run over and use portions of that Company's Railways; traffic facilities, &c.	400,000	133,300	20 51
Limerick and Kerry Railway -	32	To provide for an increase of the guarantee by the county of Kerry, authorised by the Act of 1873; to extend the time limited for the purchase of lands and the completion of the Railway.	—	—	—
Llantrissant and Taff Vale Junction Railway.	31	To extend the time for the construction of Railway No. 1, authorised by the Company's Act of 1866.	—	—	—
London and Blackwall Railway -	28	To enable the Company to make a Railway from the London and Blackwall Extension Railway to their line at Island Row; to authorise the Company and the Great Eastern Railway Company to enter into agreements with reference to the Millwall Extension Railway.	100,000	33,000	0 29
London and North Western and Whitehaven, Cleator, and Egremont Railway Companies.	30	To vest in the London and North Western Railway Company the undertaking of the Whitehaven, Cleator, and Egremont Railway Company.	—	—	—
London and North Western Railway (Joint and Various Powers).	30	To authorise the Company and other Companies jointly concerned to acquire additional lands and to make new roads; to extend the time for the completion of the Burton and the High Peak Railways authorised in 1874; to vest the Buckley Railway in the Company; to enable the Company to provide hotel accommodation at Euston, Birmingham, Bletchley, Crewe, Cornforth, Holyhead, Liverpool, and Windermere, to hold lands on the Bute Estate; to contribute further moneys to the Preston and Wyre Railway undertaking; to contribute to Great Southern and Western Railway Company in respect of certain railways authorised in 1872; to confirm agreement between Company and Rhymney Railway Company.	220,000	73,300	—
London and North Western Railway (New Works and additional Lands).	30	To authorise the Company to make new roads; to alter and to stop up roads; to acquire additional lands, &c.	350,000	116,000	—

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
London and North Western Railway (New Lines).	30	To authorise the Company to make a connecting line between Stetchford and Aston Stations at Birmingham, a Colliery Branch at Nuneaton, an over line at Market Harborough, a connecting line at Wolverhampton with the Walsall line, a junction with South Staffordshire line at Walsall, an additional line at Stockport, a deviation of the Ashton Branch, and of the Nantle Railway, &c.	£. 500,000	£. 166,000	M. CHS. 9 29 0 64
London and South Western Railway Company (Various Powers).	29	To authorise the Company to acquire additional lands at Lambeth, Barnes, Woking, Fisherton-Anger and Farnham; to divert streets and stop up roads in Lambeth; to enable the Company and other Companies jointly to acquire lands; to authorise the Company to alter roads at Southampton, &c.	1,000,000	333,500	—
London and South Western, and London, Brighton, and South Coast Railway Companies (Isle of Wight and Ryde Pier Railway).	29	To authorise the construction by the two Companies of a Railway from the St. John's Station of the Isle of Wight Railway at Ryde to the southern extremity of the Ryde Pier, and a Railway Pier in connection therewith.	150,000	50,000	1 17
London, Brighton, and South Coast Railway (Various Powers).	29	To authorise the Company to construct a junction line at Mitcham, and certain deviations in the authorised Chichester and Midhurst Railway; to enable them to acquire additional lands, &c.	200,000	66,000	1 06 deviation 2 00
London, Essex, and Kent Coast Junction Railway (Abandonment).	31	To authorise the Company to abandon the construction of the Railway authorised in 1876; to provide for the <i>release of the deposit</i> .	—	—	—
London, Essex, and Kent Coast Junction Railway (Romford Extension).	31	To authorise the Company to make a Railway in extension of their authorised Railway, from near Purfleet to Romford, and to authorise them to enter into working arrangements with the Great Eastern Railway Company.	75,000	25,000	5 69
London, Tilbury, and Southend Railway.	31	To authorise the Company to extend their Railway from its termination at Southend to Shoeburyness; to alter the tolls, rates, and charges; to enable the Company to take a lease of ferry rights between Tilbury and Gravesend; to confirm an agreement with the Great Eastern Railway Company scheduled to the Bill, &c.	54,000	18,000	3 56
Loose Valley Railway - -	28	To incorporate a Company for making a Railway from Maidstone up the valley of the River Loose, with short branch lines at Maidstone; to authorise the Company to use the Maidston Station of, and to enter into working arrangements with the South Eastern Railways Company.	45 ,000	15,000	2 46
Louth and East Coast Railway -	30	To enable the Company to make a new Railway, and to abandon the construction of portion of Railway No 2, authorised in 1872; to extend the time for the purchase of land, and for completing the other authorised portions of their Railway; to authorise the Company to purchase additional lands; to confirm an agreement with the Great Northern Railway Company for working the Railways.	36,000	12,000	2 59
Malmesbury - - - -	29.	To authorise the Company to raise additional capital.	30,000	10,000	—



RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Manchester and Milford and Mid Wales Railway Companies.	31	To authorise and require the Mid Wales Railway Company to indemnify the Manchester and Milford Railway Company against certain payments for the uses of a Joint Line of Railway leading to Llanidloes and of the Llanidloes Joint Station.	—	—	—
Manchester, Sheffield, and Lincolnshire Railway (Additional Powers).	30	To authorise the Company to alter, divert, or stop up certain roads, to acquire additional lands, to raise additional capital, and to make certain arrangements with regard thereto; to extend the time limited by the Act of 1874 for the purchase of lands and the completion of the Macclesfield, Knutsford, and Warrington Railway.	250,000	83,000	—
Melton Mowbray Navigation	—	To provide for the closing of the Canal from the Leicester Navigation to Melton Mowbray, and for the dissolution of the Company.	—	—	—
Mersey Railway	30	To extend the time for the completion of the Company's Railways.	—	—	—
Metropolitan Railway	23	To authorise the Company to acquire land in the neighbourhood of their Aldgate Station, and to make a tunnel under Aldgate High Street; to enable them to run over a portion of the West London Railway and to use certain stations thereon; to acquire remaining shares in the capital of the St. John's Wood Company; to revive the time of purchase of lands for widening and enlarging portions of the St. John's Wood Railway; to extend the period limited by the Act of 1874 for the completion of the Kingsbury and Harrow Railway.	150,000	50,000	—
Metropolitan Central Railway	28	To incorporate a Company for making a Railway from a Junction with the Metropolitan Railway at the Portland Road Station, to pass in tunnel under and along the line of Great Portland Street and to terminate at the North Side of Oxford-street; to authorise the Company to enter into working and other agreements with the Metropolitan Railway Company.	200,000	66,300	0 51
Metropolitan District Railway (Ealing Extension, &c.).	23	To enable the Company to make a Railway from the Kensington and Richmond Line of the London and South Western Railway at the Turnham Green Station to Ealing, at a point on the north side of the Ealing Station on the Great Western Railway, and a junction line to connect with that Railway at that station; also to make a short Railway at Hammersmith to connect the Hammersmith Extension Line with the Hammersmith and City Line; to acquire additional lands at the Westbourne Park Station, &c.	360,000	120,000	3 34
Midland Railway (Further Powers).	30	To transfer the powers of the Sheffield and Midland Committee with regard to the Manchester South District Railway to the Company; to authorise the abandonment of portions of that Railway, to reduce the capital, and to provide for the admission of the Great Northern Railway Company to a joint interest in the undertaking; to enable the Manchester, Sheffield, and Lincolnshire Railway Company to admit the Midland Railway Company in perpetuity into their portion of the London Road Passenger Station, and to run over portions of that Company's Railway; to confirm agreements with the Hemel Hempsted Railway Company and the Metropolitan District Railway Company.	—	—	—

RAILWAY AND CANAL BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
Midland Railway (New Works)	30	To authorise the Company to make a loop line at Market Harborough, and a Station Branch at Walsall; to acquire the Blackwell and Cransley Branch Railways; to make new roads; to take water from the River Nene at Peterborough; to acquire additional lands; to stop up road at Nuneaton; to extend the time for completion of the Wolverhampton, Walsall, and Midland Junction Railway; to hold hotels at London, Derby, Leeds, and Moorcombe; to establish Savings Banks and Provident Institutions for their servants, &c.	£. 900,000	£. 300,000	M. CHS. 3 22
Midland and Eastern and Norwich and Spalding Railway Companies.	30	To dissolve the Norwich and Spalding Railway Company, and to <i>amalgamate</i> its undertaking in that of the Midland and Eastern Railway Company.	—	—	—
Midland Great Western Railway of Ireland.	32	To authorise the Company to make a short loop line at Mullingar; to construct other works; to acquire additional lands; to purchase the city basin, Dublin; to contract with Corporation of Dublin for supply of water to the City at a higher level; to supply water to other places lying along the Canal; to authorise new tolls, rates, and charges for the Canal; to authorise the Company to <i>purchase</i> the undertaking of the Sligo and Ballaghaderreen Junction Railway, &c.	300,000	100,000	0 23
Neath and Brecon Railway	31	To authorise arrangements with regard to the capital of the Company; agreements between the Company and the Neath Harbour Commissioners; to authorise the Company to enter into working agreements with the London and North Western, and the Great Western Railway Companies.	—	—	—
Newport, Chale, Freshwater, and Yarmouth Railway.	29	To incorporate a Company for making Railways upon a gauge of three feet from Newport to Chale, Freshwater, and Yarmouth.	165,000	55,000	18 48
Norfolk Central Railway	31	To incorporate a Company for making Railways from the Great Eastern and Peterborough, Wisbeach and Sutton Railways, near March and Wisbeach, to Norwich; to enable them to run over and use portions of adjoining Railways, and to enter into working and traffic agreements with the Great Northern, Midland, London and North Western, Great Eastern, and other Companies.	300,000	266,500	71 55
North British Railway (No. 1) (Additional Works and Powers).	32	To authorise the Company to make Railways in connection with Stirling and Dunfermline Railway and North Leith Branch; to acquire additional lands; to abandon part of deviation authorised in 1872; to make arrangements with respect to the construction of the Tay Bridge Railway in Dundee, a new Street in Edinburgh, and the Harbour at Inverkeithing; to authorise the Company to subscribe to the undertakings of the North British, Arbroath, and Montrose, and the Newport Railway Companies.	270,000	20,000	1 02
North British Railway (No. 2)	32	To authorise the Company to make a Railway from the Stobeross Branch to the Clyde Bank Shipbuilding Yard, a Railway at Maryhill, a Railway to the Pier at Helensburgh, and two short branches at Falkirk; to enlarge the Queen-street Station at Glasgow; to subscribe to the Kelvin Valley Railway; to confirm arrangement with Town Council as to Pier at Helensburgh.	530,000	166,600	6 56



## RAILWAY AND CANAL BILLS—continued.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CH.
North British Railway (No. 3) (Amalgamations, &c.).	32	To amalgamate the St. Andrew's, the Severn, and East of Fife, and the Edinburgh, Loanhead, and Roslin Railway Companies with the North British Railway Company; and to amend the Dunfermline and Queensferry Railway Act, 1873, with respect to the acquisition by the North British Company of the undertaking authorised by that Act.	—	—	—
North British, Arbroath, and Montrose Railway.	32	To extend the time for the purchase of lands and the completion of the Railway; and to authorise the Company to enter into working agreements with the North British Railway Company.	—	—	—
North Metropolitan (High Level) Railway.	28	To incorporate a Company for making Railways from the Metropolitan and St. John's Wood Railway at the Finchley-road, by Hampstead Heath, to the Alexandra Park Railway at Highgate; and to enable them to enter into working agreements with the Metropolitan and the Great Northern and other Railway Companies.	300,000	100,000	4 25
Penarth, Sully, and Barry Railway.	31	To incorporate a Company for making a Railway from the Penarth Extension Railway through Sully to Barry; and to enter into working and traffic arrangements with the Taff Vale and Penarth Extension Railway Companies.	40,000	13,300	6 00
Portpatrick Railway - - -	32	To authorise the Portpatrick Railway Company to acquire the East Pier at the Harbour of Stranraer.	30,000	10,000	--
Ryde and Newport Railway - -	29	To confirm an agreement between the Company and the Cowes and Newport Railway Company; to authorise the Ryde and Newport Railway Company to extend and widen the Cowes Station; to make a new road at Newport, and a Railway and Siding from the Cowes and Newport Railway, in the parish of Northwood, to the River Medina; works to be vested in Cowes and Newport Railway Company under certain terms; running powers over Cowes and Newport Railway.	30,000 30,000	10,000 10,000	} 0 27
Severn Bridge Railway - - -	29	To extend the time for the completion of the Railway, &c.	100,000	33,300	
Sheffield and Midland Railway Companies' Committee.	30	To authorise the Committee to abandon the construction of the Railways authorised by their Act of 1873.	—	—	--
South Dublin Railway - - -	32	To authorise the Company to extend their Railway as authorised to the South Wall, Dublin, and to enable them to enter into working agreements with the Dublin, Wicklow, and Wexford, and the Great Southern and Western Railway Companies.	30,000	15,000	0 25
South Eastern Railway - - -	28	To extend the time for the purchase of land, and for the completion of the Rye and Dungeness Railway; to authorise the Company to contribute to the construction of the Bromley Direct Railway; to revise, vary, or modify the agreement with the London, Chatham, and Dover Railway Company; to authorise them to enter into agreements with the London, Brighton, and South Coast Railway Company with respect to the Tonbridge Wells and Eastbourne Railway; to provide a reserve and sick fund for their officers and servants, &c.	—	—	—

## RAILWAY AND CANAL BILLS—continued.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
Taff Vale Railway - - -	31	To enable the Company to make a Railway wholly in the parish of Ystradfydwg from their Rhondda Fawr Branch to a Branch of the Great Western Railway.	£. 360,000	£. 120,000	M. CHS. 1 74
Temple Mineral Railway - -	29	To authorise the abandonment of the Company's Railway authorised in 1874, and the release of the deposit.	—	—	—
Usk and Towy Railway - -	31	To extend the time for the purchase of lands and the completion of the Railway.	—	—	—
Waterford and Central Ireland and Kilkenny Junction Railway Companies.	32	To transfer to the Waterford and Central Ireland Railway Company the authorised joint undertaking of their Company and of the Kilkenny Junction Railway Company.	—	—	—
Weaver River Navigation - -	-	To authorise the raising of a further sum of money for the improvement of the Navigation.	—	200,000	—
Welshpool and Llanfair Railway	31	To incorporate a Company for making a Railway from the Cambrian Railway at Welshpool to Llanfair; and to authorise them to enter into working arrangements with the Cambrian, the Great Western, or the London and North Western Railway Companies.	39,000	13,000	10 43
Wednesfield and Wyrley Bank Railway.	30	To authorise the transfer of the Company's undertaking to the Midland, London, and North Western or Great Western Railway Companies; to extend the time for the purchase of land, and the completion of the Railway.	—	—	—
Whitehaven, Cleator, and Egremont Railway.	30	To authorise the Company to make two short Railways; to acquire additional lands, &c.	30,000	10,000	0 35
Whitland and Taf Vale Railway	31	To authorise the Company to make an Extension Railway from Crymmych Arms to Cardigan.	47,000	15,600	11 26
Whitland, Cronware, and Pendine Railway.	31	To incorporate a Company for making a Railway from the Great Western Railway at the Whitland Station to Pendine; and to authorise them to enter into working agreements with the Great Western, the Whitland, and Taf Vale, or the Pembroke and Tenby Railway Company.	45,000	15,000	7 11
Wigtonshire Railway - - -	32	To authorise the Company to make a Branch to the Harbour of Garlieston in substitution of the authorised Tramway, and an alteration in the main line; to authorise the Company to enter into working agreements with other Railway Companies.	24,000	3,000	1 13
Worcester and Aberystwith Junction Railway.	31	To authorise the Company to abandon their Railway authorised in 1874, and to make in lieu thereof a Railway from the Kington and Garlisley Railway at New Radnor to the Mid Wales Railway near Bulth; to reduce the authorised capital.	—	—	13 51
Wisbeach Dock and River Nene Improvement.	-	To incorporate a Company for constructing a Navigable Cut or Channel out of the River Nene at Wisbeach; and a Dock and other works in connection therewith.	150,000	50,000	—



## TRAMWAY BILLS.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Birkenhead Tramways - -	33	To incorporate the Birkenhead Street Railway Company, Limited, and to authorise them to construct additional tramways to be worked by steam, atmospheric, hydraulic, or other mechanical power, to the use of which the Board of Trade may consent, or animal power.	32,000	8,000	double 1 2 single 1 26
Dublin Central Tramways -	33	To incorporate a Company for the construction of Tramways in and near the City of Dublin; to be worked by animal, steam, or other power.	80,000	20,000	{ single 8 46
Dublin Street Tramways - -	33	To authorise the Company to construct new Tramways.	16,000	4,000	{ double 0 14 single 1 49
Edinburgh Street Tramways -	33	To authorise the Company to construct further Tramways between Portobello and Musselburgh, and to work them with the consent of the local authority by mechanical power, or by any power other than animal power.	50,000	12,500	{ double 1 00 single 2 47
Galway and Salthill Tramways -	33	incorporate a Company for the construction of t amways in and near the town of Galway.	35,000	10,000	{ double 1 78 single 0 42
Glasgow and Ibrox Tramways -	33	To incorporate a Company for the construction of a Tramway. Board of Trade may authorise the working of the Tramways by mechanical power.	15,000	5,000	{ double 1 41
Ipswich Docks - - - -	33	To confer further powers on the Ipswich Dock Commissioners, and to enable them to construct Tramways in connection with existing Tramways now maintained and worked by the Great Eastern Railway Company; to authorise the Commissioners to use locomotive engines on the tramways, with license of the urban sanitary authority; and to borrow further moneys.	—	—	{ single 0 67
Leeds Tramways - - -	33	To authorise the Leeds Tramway Company to construct additional tramways, and to work their existing tramways, and the additional tramways, subject to regulations of the Board of Trade, by animal power or by steam, or any other power provided by the carriages respectively moved thereby, or by locomotive, steam, or other engines to be used for drawing or propelling such carriages.	15,000	50,000	{ double 0 77 single 1 21

## TRAMWAY BILLS—continued.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Length of New Line Proposed.
			By Shares.	By Loan.	
			£.	£.	M. CHS.
Leicester Tramways - - -	33	To incorporate the Leicester Tramway Company, Limited, and to authorise them to construct additional Tramways near Leicester, and to raise additional capital. To enable the Company to work their Tramways, subject to the regulation of the Board of Trade, by animal power or by steam power, or any other than animal power provided by the carriages respectively moved thereby, or by locomotive, steam, or other engines to be used for drawing or propelling such carriages.	50,000	16,000	{ double 1 61 single 2 45
London Central Tramways -	33	To incorporate a Company to construct Tramways from or near Ludgate Circus, passing along Farringdon-street, Farringdon-road, King's Cross-road, Caledonian-road, to the junction of Camden-road with Holloway-road. Carriages to be used singly, and propelled by animal power only.	40,000	10,000	{ double 0 39 single 2 63
London Street Tramways -	33	To authorise the London Street Tramways Company to construct Tramways in the Caledonian-road for connecting their Tramway in Pentonville-road with the North Metropolitan Tramway in Holloway-road.	35,000	8,750	{ double 1 65 single 0 3
Newcastle-upon-Tyne Corporation	33	To authorise the Corporation to construct Street Tramways.	—	30,000 for Tramways.	{ double 1 9 single 4 12
North Metropolitan Tramway (Extension of Time.)	33	To extend the time for the construction of Tramways within the City of London.	—	—	—
North Metropolitan Tramways (New Works.)	33	To authorise the Company to construct additional Tramways, and subject to the consent and to the regulations of the Board of Trade, to enable them to use any steam, atmospheric, or mechanical power, in addition to or in substitution for animal power, for all purposes of drawing or propelling tramway cars or carriages, and vehicles of any description upon their tramways situate in the County of Essex.	100,000	25,000	{ double 4 13 single 2 27
Rotherham, Parkgate, and Rawmarsh Street Tramways.	33	To incorporate a Company for constructing Street Tramways between Rotherham and Rawmarsh, in the West Riding of the County of York.	15,000	3,750	{ double 0 23 single 1 27
Southampton Street Tramways -	33	To incorporate a Company for constructing Tramways in and near Southampton.	50,000	16,600	{ double 0 40 single 4 43

The applications to the Board of Trade for Provisional Orders for Tramways are enumerated at page 34.



## GAS BILLS.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
			£.	£.		Candles.	s. d.
Alliance and Dublin Consumers' Gas (Bray Supply).	35	To enable the Alliance and Dublin Consumers' Gas Company to acquire additional lands at Bray, and for other purposes connected therewith.	—	—	—	—	—
Ashton-under-Lyne Gas	34	To authorise the Ashton Gas Company to acquire further lands, to extend their works, to raise additional capital, and for other purposes.  (Present Share Capital of Company, 47,700 l. raised and expended.)	50,000	12,500	7 per cent.	14	—
Ashton-under-Lyne Improvement.	34	To authorise the Corporation of Ashton-under-Lyne to acquire the undertaking of the Ashton Gas Company, and for other purposes.	—	Such sums as may be requisite for the purchase of the Gas Undertaking.	—	14	—
Bishop Auckland District Gas.	34	For dissolving and re-incorporating the Bishop Auckland Gas Company, Limited, and granting powers for supplying with Gas the parishes of Saint Andrew and Saint Helen, Auckland, and neighbouring places, in the County of Durham.  (Inclusive of 13,960 l. nominal capital of Limited Company.)	66,040	20,000	7 per cent. on ordinary capital, 6 per cent. on preference capital.	14	5 -
Blackburn Borough Gas, Water, and Extension.	37	To empower the Corporation of Blackburn to acquire the Undertaking of the Blackburn Gaslight Company, and for other purposes.	—	Such sums as may be required for purchase of Gas Undertaking.	—	16	—
Bolton Improvement	37	To extend the limits of the Gas and Water Supply, and for other purposes.	—	100,000	—	—	—
Bristol United Gaslight Company.	34	To authorise the Bristol United Gaslight Company to purchase additional lands, for the purposes of their Undertaking.	—	—	—	—	—
Burslem Local Board	34	To enable the Local Board of Health for the district of Burslem to acquire the Undertaking of the Burslem and Tunstall Gas Company, and for other purposes.	—	20,000	—	14	5 -

## G A S B I L L S—continued.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
			£.	£.		Candles.	s. d.
Carshalton Gas - -	34	For dissolving the Carshalton Gaslight and Coke Company, Limited; for re-incorporating the proprietors therein with others, and for conferring powers on the Company so to be incorporated; to empower the Company and the Croydon Commercial Gas Company to agree for the sale or transfer of Company's Undertaking to the Croydon Company, and for other purposes. (Original capital of Company, 50,000 £.)	72,500	25,000	7 per cent. on ordinary capital, 6 per cent. on preference capital.	13	6 -
Christchurch Gas - -	34	For dissolving the Christchurch Gas Company, Limited, and incorporating the proprietors therein with others, and for conferring powers on the Company.	50,000	12,500	7 per cent. on ordinary capital, 6 per cent. on preference capital.	14	7 -
Coatbridge Gas - -	35	To dissolve the Coatbridge Gaslight Company, and re-incorporate the proprietors therein with others; to confer powers on the Company, and for other purposes. (Capital of existing Company, 7,590 £.)	42,410	12,500	7 per cent. on ordinary capital, 6 per cent. on preference capital.	20	6 8
Colne Gas - - -	34	To incorporate the Colne Gas Company, and confer upon them powers for the supply of Gas to the town and neighbourhood of Colne, in the County of Lancaster, and for other purposes. (Original capital of Company, 15,000 £., paid up and expended.)	15,000	7,500	7 per cent. on ordinary capital, 6 per cent. on preference capital.	14	5 6
Corporation of London (Various Powers).	34	To amend the Gaslight and Coke Company Act, 1876, as regards the remuneration and expenses of the Chief Gas Examiner and Auditor and the Gas Examiners, and for other purposes.	—	—	—	—	—
Croydon Commercial Gas -	35	To authorise the Croydon Commercial Gas Company to acquire further lands, to raise additional capital, and to enter into agreement with the Carshalton Gas Company for the purchase of that Company's Undertaking, and for other purposes.	120,000	30,000	7 per cent. on ordinary capital, 6 per cent. on preference capital.	14	6 -
Crystal Palace District Gas	35	To amend Section 17 of the Crystal Palace District Gas Act, 1873, as regards the maximum amount of sulphur in Gas.	—	—	—	—	—



## GAS BILLS—continued.

NAME OF BILL.	Page in Grouping List of Report, c.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
			£.	£.		Candles.	s. d.
Dukinfield and Denton Local Board of Health.	35	To empower the Local Boards for the districts of Dukinfield and Denton, in the County of Lancaster, to make and supply Gas, and to acquire the Undertaking of the Dukinfield Gas Company.	—	48,000	—	—	5 -
Dundee Gas - - -	35	To authorise the Dundee Gas Commissioners to construct further works, and to borrow additional money, and for other purposes.	—	100,000	—	—	—
Epsom and Ewell Gas -	35	To dissolve the Epsom and Ewell Gas Company, Limited, to re-incorporate Company, and for other purposes.  (Present Share Capital of Limited Company, 50,000 £. of which 24,000 £. has been paid up); by Loan, 4,800 £.)	36,000	10,200	7 per cent. on ordinary capital, 6 per cent. on preference capital.	14	6 6 (for Gas supplied within the parishes of Epsom, Ewell, and Banstead.)  7 - (elsewhere within limits of Act.)
Gaslight and Coke Company.	35	To repeal certain provisions of the Gaslight and Coke Company Act, 1876, with respect to the purity of Gas supplied by that Company.	—	—	—	—	—
Hanley Corporation Gas -	35	To transfer to the Corporation of Hanley the Staffordshire Potteries Undertaking of the British Gaslight Company, Limited.	—	150,000	—	—	3 6
Leicester Gas - - -	35	For granting further powers to the Leicester Gas Company.	250,000	62,500	7 per cent. on ordinary capital, 6 per cent. on preference capital.	—	—
Leeds Improvement -	37	To enable the Corporation of Leeds to improve their Gasworks, and for other purposes.	—	300,000	—	—	—
Limerick Gas - - -	35	To incorporate the Limerick Gas Company, and confer upon Company powers to acquire the existing Gas Undertakings at Limerick, and to supply Gas, and for other purposes.	70,000	17,000	—	14	5 6
Londonderry Gas -	35	To dissolve and re-incorporate the Londonderry Gaslight Company, and grant further powers for supplying with Gas the City of Londonderry and the Liberties thereof.  (Original capital of Company, 36,000 £.)	24,000	15,000	7 per cent. on ordinary capital, 6 per cent. on preference capital.	14	6 -
Longton Corporation -	35	To authorise the transfer of the Undertaking of the Longton Gas Company to the Corporation of Longton.	—	100,000	—	—	—

## GAS BILLS—continued.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
Louth Gas - - -	35	For regulating and increasing the capital of the Louth Gas Company, and for other purposes.  (Original capital, 6,000 £.; Improvement Stock, 15,000 £., proposed to be authorised by Bill.)	£. 20,000	£. 10,250	7 per cent. on ordinary, and 6 per cent. on preference capital.	Candles. 14	s. d. 5 10 (with discount of 15 per cent. upon any payment for Gas made within one month after delivery of notice of amount due.)
Lowestoft Water, Gas, and Market Company.	37	To authorise the Lowestoft Gas and Market Company to make new service reservoirs, and other water-works, to raise more money, and for other purposes.  (See Water Bills.)	—	—	—	—	—
Maryport District and Harbour (Gas).	35	To give effect to the purchase by the trustees of the District and Harbour of Maryport, in the County of Cumberland, of the Undertaking of the Maryport Town and Harbour Gas Company, to enable the trustees to borrow money, and for other purposes.	—	20,000	—	14	4 - (for Gas supplied in the township of Netherhall.) 5 - (for Gas supplied elsewhere.)
Middlesborough Corporation.	35	To extend the powers of the Middlesborough Corporation in respect to works for the storage of Gas, and for other purposes.	—	80,000	—	—	—
Newcastle - under - Lyme Borough Extension and Improvement.	35	To extend the boundaries of the Borough, and empower the Corporation to acquire the Undertaking of the Newcastle-under-Lyme Gaslight Company, and for other purposes.	—	Such sums as may be required for the purchase of the Gas Company's Undertaking.	—	14	—
Newport (Monmouthshire) Gas.	35	To authorise the Newport (Monmouthshire) Gas Company to construct further works, and for other purposes.	—	—	—	—	—
North Dock Ward (Dublin) Gas.	35	To incorporate the North Dock Ward (Dublin) Gas Company, and authorise them to supply Gas in the North Dock Ward, in the parish of St. Thomas, and County of the City of Dublin, and for other purposes.	32,000	8,000	—	16	3 6
Ramsgate Local Board -	37	To authorise the Local Board of Ramsgate to purchase the Undertaking of the Isle of Thanet Gaslight and Coke Company, and for other purposes.	—	150,000	—	14	5 -
Sittingbourne Gas - -	35	To incorporate the Sittingbourne District Gas Company, and to authorise Company to supply Gas to Sittingbourne and neighbouring parishes in the County of Kent, and for other purposes.	30,000	7,500	—	14	6 -



## G A S B I L L S—continued.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.		Special Rate of Dividend (if any).	Proposed Illuminating Power.	Proposed Maximum Price per 1,000 Feet.
			By Shares.	By Loan.			
Southend Gas - - -	35	To incorporate the Southend Gas Company, and empower company to supply Gas, and for other purposes.  (Original capital of Company, 10,000 <i>l</i> .; 9,000 <i>l</i> . fully paid up.)	£. 11,000	£. 5,000	7 per cent. on ordinary, and 6 per cent. on preference capital.	Candles. 14	s. d. 6 -
Stretford Gas - - -	35	To empower the Stretford Gas Company to enlarge their existing works, to raise further capital, and for other purposes.	61,000	15,000	7 per cent. on ordinary, and 6 per cent. on preference capital.	Quality limited by Act, 1862.	That limited by Company's Act of 1862.
Thanet Gas - - -	35	To confer further powers upon the Isle of Thanet Gaslight and Coke Company, and for other purposes.  (*Original capital of Company 20,000 <i>l</i> . paid up and expended, together with 48,000 <i>l</i> ., for which Improvement Stock is authorised to be created.)	32,000	*26,000	6 per cent. on Improvement Stock.	14	5 6
Tudhoe and Sunderland Bridge Gas.	35	To incorporate the Tudhoe and Sunderland Bridge Gas Company, and for other purposes.	28,000	7,000	—	12	5 -
United General Gaslight Company (Limerick Undertaking).	35	To dissolve the United General Gaslight Company, and to re-incorporate the members thereof with further powers, for the supply of Gas at Limerick.  (*Original capital of Company, 36,000 <i>l</i> .)	20,000	*15,000	7 per cent. on ordinary capital.	14	5 - (which may be increased or diminished subject to a decrease or increase in the standard rate of dividend.)
Wakefield Gas - - -	35	To authorise the Wakefield Gas Company to purchase land, construct Gasworks, and raise additional capital.  (£. 80,000, capital of Company, raised and expended.)	75,000	18,700	7 per cent. on ordinary, 6 per cent. on preference capital.	14	—
Warrington Corporation Gas.	35	To enable the Corporation of Warrington to purchase the Undertaking of the Warrington Gaslight and Coke Company, and for other purposes.	—	200,000	—	—	4 - (within the Borough of Warrington), with a maximum additional charge according to distance of places supplied beyond Borough.
Waterford Gas - - -	35	To authorise the City of Waterford Gas Company to raise additional capital, and for other purposes.  (Original capital of Company, 16,000 <i>l</i> .; *4,000 <i>l</i> . of this sum represents capitalised profits of Company.)	*20,000	5,000	8 per cent. on additional capital, and 6 per cent. on capitalised profits.	14	—
Woolwich, Plumstead, and Charlton Consumers' Gas	35	To enable the Woolwich, Plumstead, and Charlton Consumers' Gas Company to raise a further sum of money.	60,000	30,000	7½ per cent. on capital for time being, paid up.	—	—

## W A T E R B I L L S.

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.	
			By Shares.	By Loan.
Blackburn Borough Gas, Water, and Extenson.	37	To extend the Borough of Blackburn; to enable the Corporation thereof to abandon the construction of certain Waterworks, and to make and maintain other Waterworks, and for other purposes.	£. —	£. 500,000
Bolton Improvement - -	37	To extend the Borough of Bolton, and to enable the Corporation thereof to extend the limits of water supply, and for other purposes.	—	85,000
Bridgwater (Corporation) Water	36	To empower the Corporation of Bridgwater to make Waterworks, and to supply the Borough and neighbourhood with water, and for other purposes.	—	40,000
Bristol District Water - -	36	To incorporate a Company for providing an additional supply of water for the City and County of Bristol, and the neighbouring districts and places adjacent, and for other purposes.	200,000	50,000
Bromsgrove, Droitwich, and Redditch Water.	36	To incorporate the Bromsgrove, Droitwich, and Redditch Water Company, and to supply Bromsgrove, Droitwich, Redditch, and adjacent places with water, and for other purposes.	60,000	15,000
Carnforth District Water Works	36	To incorporate and confer certain powers on the Carnforth District Waterworks Company.	15,000	3,750
East Worcestershire Water -	36	To incorporate the East Worcestershire Waterworks Company, and for other purposes.	80,000	19,500
Edinburgh and District Water -	36	To enable the Edinburgh and District Water Trustees to abandon their authorised Alnwick Hill Service Reservoir, and to construct the same on another site, with relative works, and to divert certain conduits, and for other purposes.	—	—
Falmouth Waterworks - -	36	To grant further powers to the Falmouth Waterworks Company.	15,000	3,750
Glasgow (Corporation) Water -	36	To authorise the Commissioners of Glasgow Corporation Waterworks to raise a further sum of money to construct additional works, and acquire certain lands, and for other purposes.	—	450,000
Heywood Water - - -	36	To enable the Heywood Waterworks Company to construct additional works, and to raise additional capital, and for other purposes.	50,000	12,500
Kent Waterworks - - -	36	To extend the limits of supply of the Kent Waterworks Company, and to authorise the Company to construct further works, and to raise further money, and for other purposes.	160,000	40,000



WATER BILLS—*continued.*

NAME OF BILL.	Page in Grouping List of Report, &c.	OBJECT OF BILL.	Capital Proposed.	
			By Shares.	By Loan.
			£.	£.
Leeds Improvement - - -	37	To enable the Corporation of Leeds to increase and improve their Waterworks, and for other purposes.	—	250,000
Lowestoft Water, Gas, and Market Company.	37	To authorise the Lowestoft Water, Gas, and Market Company to make new service Reservoirs and other works, and to raise more money, and for other purposes.	80,000	20,000
Newcastle and Gateshead Water	36	To authorise the Newcastle and Gateshead Water Company to abandon the construction of the Upper Swinburn Reservoir, and other works, and to construct a new reservoir and works in lieu thereof, and for other purposes.	—	—
North Cheshire Water - - -	36	To confer further powers on the North Cheshire Water Company for the raising of money, and otherwise in relation to their Undertaking.	36,000	9,000
North East Worcestershire Water.	36	To incorporate the North East Worcestershire Waterworks Company, and for other purposes.	80,000	20,000
Perth Water - - - - -	36	To authorise the construction of additional Waterworks, and to provide an increased supply of water to the City and Royal Burgh of Perth and places adjacent, and for other purposes.	—	35,000
Ramsgate Local Board - - -	37	To authorise the Ramsgate Local Board to purchase the Undertakings of the Ramsgate Waterworks Company and the Isle of Thanet Gaslight and Coke Company, to supply water and gas, and for other purposes.	—	60,000
Ramsgate Water - - - -	36	To confer further powers upon the Company of Proprietors of the Ramsgate Waterworks, and for other purposes.	20,000	5,000
Sevenoaks and West Kent Water.	36	To incorporate a Company to better supply water to Sevenoaks and other places in the County of Kent, and for other purposes.	100,000	25,000
Stamford Water - - - -	36	To provide for a constant supply of water within the Town and Burgh of Stamford, and for other purposes.	—	—
Sunningdale District Water -	36	To incorporate the Sunningdale District Water Company, and for other purposes.	100,000	25,000
Tunbridge Wells Water - - -	36	To authorise the Tunbridge Wells Improvement Commissioners to construct additional Waterworks, and for other purposes.	—	40,000
West Surrey Water - - - -	36	To authorise the West Surrey Water Company to raise additional capital, and to extend their limits of supply, and for other purposes.	25,000	6,250
Wakefield Improvement - - -	36	To make provision for empowering the Corporation of the Borough of Wakefield, in the West Riding of the County of York, to acquire the Undertaking of the Wakefield Waterworks Company; to make new streets, to erect a Town Hall and Municipal Buildings, and for extending the powers of the Corporation with respect to the Local Government and improvement of the Borough, and the raising of moneys, and for other purposes.	—	225,000

INDEX TO GROUPS IN GROUPING LIST.

RAILWAY BILLS.									
</									

GROUPING LIST.

RAILWAY AND CANAL BILLS.									
Grouping.									
Railway Bills.									
England.	ENGLAND.								Length of New Line.
									M. CHS.
I.	"Metropolitan Railway District" and Suburbs :								
"Metropolitan Railway District" and Suburbs.	East London Railway	-	-	-	-	-	-	-	—
	Keiv Bridge and Ealing Railway	-	-	-	-	-	-	-	1 59
	London and Blackwall Railway	-	-	-	-	-	-	-	0 29
	Metropolitan Railway	-	-	-	-	-	-	-	—
	Metropolitan Central Railway	-	-	-	-	-	-	-	0 51
	Metropolitan District Railway (Ealing Extensions, &c.)	-	-	-	-	-	-	-	3 34
	North Metropolitan High Level Railway	-	-	-	-	-	-	-	4 25
	South East:								
II.	Bromley Direct Railway	-	-	-	-	-	-	-	—
South East.	Cranbrook and Paddock Wood (Light) Railway	-	-	-	-	-	-	-	13 51
	Dover and Deal Railway	-	-	-	-	-	-	-	—
	Greenwich Extension Railway	-	-	-	-	-	-	-	0 52
	Loose Valley Railway	-	-	-	-	-	-	-	2 46
	South Eastern Railway	-	-	-	-	-	-	-	—



South and South West:							Length of New Line.	Grouping. Railway Bills. England.
							M. CHS.	III. South and South West.
Brighton and Dyke Railway	-	-	-	-	-	-	5 03	
East Grinstead and London Railway	-	-	-	-	-	-	19 72	
Fareham Railway	-	-	-	-	-	-	—	
Lewes and East Grinstead Railway	-	-	-	-	-	-	20 51	
London and South Western Railway Company (Various Powers)	-	-	-	-	-	-	—	
London and South Western, and London, Brighton, and South Coast Railway Companies (Isle of Wight and Ryde Pier Railway)	-	-	-	-	-	-	1 17	
London, Brighton, and South Coast Railway (Various Powers)	-	-	-	-	-	-	1 06 2 00	Deviation
Freshwater, Yarmouth, and Newport Railway	-	-	-	-	-	-	—	Isle of Wight.
Freshwater, Yarmouth, and Newport Railway (Abandonment)	-	-	-	-	-	-	—	
Newport, Chale, Freshwater, and Yarmouth Railway	-	-	-	-	-	-	3 31	
Ryde and Newport Railway	-	-	-	-	-	-	0 27	
Cornwall Minerals Railway	-	-	-	-	-	-	—	Cornwall.
Fal Valley Railway	-	-	-	-	-	-	—	
Temple Mineral Railway	-	-	-	-	-	-	—	
South Central:								IV. South Central.
Abbotsbury Railway	-	-	-	-	-	-	6 33	
Banbury and Cheltenham Direct Railway	-	-	-	-	-	-	1 26 2 25	deviation
Bristol and Portishead Pier and Railway	-	-	-	-	-	-	—	
Bristol Port Railway and Pier	-	-	-	-	-	-	—	
Golden Valley Railway	-	-	-	-	-	-	6 17	
Great Western Railway	-	-	-	-	-	-	13 32	
Harrow and West End Railway	-	-	-	-	-	-	4 67	
Malmesbury Railway	-	-	-	-	-	-	—	
Severn Bridge Railway	-	-	-	-	-	-	—	

## REPORT OF THE BOARD OF TRADE ON THE

<i>Grouping.</i>						Length of New Line.	
<i>Railway Bills.</i>							
<i>England.</i>						M.	CHS.
North.	V.	North :					
		<i>Bury and Tottington District Railway</i>	-	-	-	4	20
		<i>Cheshire Lines Committee</i>	-	-	-	1	09
		<i>Lancashire and Yorkshire Railway</i>	-	-	-	1	26
		<i>Lancashire Union Railways</i>	-	-	-	1	30
		<i>Mersey Railway</i>	-	-	-		—
		<i>Sheffield and Midland Railway Companies Committee</i>	-	-	-		—
<hr/>							
		<i>Cleator and Workington Junction Railway</i>	-	-	-	9	65
		<i>Furness Railway</i>	-	-	-		—
		<i>London and North Western and Whitehaven, Cleator, and Egremont Railway Companies</i>	-	-	-		—
		<i>Whitehaven, Cleator, and Egremont Railway</i>	-	-	-	0	35
<hr/>							
West Central.	VI.	West Central :					
		<i>Birmingham and Lichfield Junction Railway</i>	-	-	-		—
		<i>Harrow and Rickmansworth Railway (Abandonment)</i>	-	-	-		—
		<i>Harrow and Rickmansworth Railway (Extension of Time)</i>	-	-	-		—
		<i>London and North Western Railway (Joint and Various Powers)</i>	-	-	-		—
		<i>London and North Western Railway (New Works and Ad- ditional Lands)</i>	-	-	-		—
		<i>London and North Western Railway (New Lines)</i>	-	-	-	{	9 29
							deviation
							0 64
		<i>Midland Railway (New Works, &amp;c.)</i>	-	-	-	3	22
		<i>Wednesfield and Wyrley Bank Railway</i>	-	-	-		—
<hr/>							
East Central.	VII.	East Central :					
		<i>Great Northern Railway (Further Powers)</i>	-	-	-	3	17
		<i>Great Northern Railway (Shepreth to March)</i>	-	-	-	33	65
		<i>Great Northern Railway (Spalding to Lincoln)</i>	-	-	-	36	32
		<i>Kettering, Thrapstone, and Huntingdon Railway</i>	-	-	-		—
		<i>Leeds, Roundhay Park, and Osmondthorpe Junction Railway</i>	-	-	-		—
		<i>Louth and East Coast Railway</i>	-	-	-	2	59
		<i>Manchester, Sheffield, and Lincolnshire Railway (Additional Powers)</i>	-	-	-		—
		<i>Midland Railway (Further Powers)</i>	-	-	-		—
		<i>Midland and Eastern, and Norwich and Spalding Railway Companies</i>	-	-	-		—

								Length of New Line.		Grouping.  Railway Bills.  England.  VIII. Eastern Counties.
Eastern Counties :								M. CHS.		
<i>Clacton-on-Sea Railway</i> - - - - -								4	40	
<i>Great Eastern Railway</i> - - - - -								8	79	
<i>Great Eastern Railway</i> - - - - -								—		
<i>Great Yarmouth and Stalham (Light) Railway Extension</i> -								6	04	
<i>London, Tilbury, and Southend Railway</i> - - - -								3	56	
<i>London, Essex, and Kent Coast Junction Railway (Romford Extension)</i> - - - - -								5	69	
<i>London, Essex, and Kent Coast Junction Railway (Abandonment)</i> - - - - -								—		
<i>Norfolk Central Railway</i> - - - - -								71	55	

WALES.										IX.
										<u>Wales.</u>
<i>Barry Railway</i>	-	-	-	-	-	-	-	-	8	33
<i>Burry Port and Gwendreath Valley Railway</i>	-	-	-	-	-	-	-	-	—	
<i>Cambrian Railways</i>	-	-	-	-	-	-	-	-	9	42
<i>Coleford Railway</i>	-	-	-	-	-	-	-	-	—	
<i>Ely and Rhondda Valleys Junction Railway</i>	-	-	-	-	-	-	-	-	8	13
<i>Llantrissant and Taff Vale Junction Railway</i>	-	-	-	-	-	-	-	-	—	
<i>Manchester and Milford and Mid Wales Railway Companies</i>	-	-	-	-	-	-	-	-	—	
<i>Neath and Brecon Railway</i>	-	-	-	-	-	-	-	-	—	
<i>Penarth, Sully, and Barry Railway</i>	-	-	-	-	-	-	-	-	6	00
<i>Taff Vale Railway</i>	-	-	-	-	-	-	-	-	1	74
<i>Usk and Towy Railway</i>	-	-	-	-	-	-	-	-	—	
<i>Welshpool and Llanfair Railway</i>	-	-	-	-	-	-	-	-	10	43
<i>Whitland and Taf Vale Railway</i>	-	-	-	-	-	-	-	-	11	26
<i>Whitland, Cronware, and Pendine Railway</i>	-	-	-	-	-	-	-	-	7	11
<i>Worcester and Aberystwith Junction Railway</i>	-	-	-	-	-	-	-	-	13	51



*Grouping.*  
*Railway Bills.*

Length of  
New Line.

## SCOTLAND.

M. CHS.

X.  
*Scotland.*

Dunfermline and Queensferry Railway	-	-	-	-	-	—
Girvan and Portpatrick Junction Railway	-	-	-	-	-	—
Glencairn Railway	-	-	-	-	-	10 43
Great North of Scotland Railway	-	-	-	-	-	—
Highland	-	-	-	-	-	0 57
Kelvin Valley Railway	-	-	-	-	-	—
Largs Railway	-	-	-	-	-	5 43
North British Railway (No. 1) (Additional Works and Powers)	-	-	-	-	-	1 02
North British Railway (No. 2) (Station Enlargement, Railways, &c.)	-	-	-	-	-	6 56
North British Railway (No. 3) (Amalgamations, &c.)	-	-	-	-	-	—
North British, Arbroath, and Montrose Railway	-	-	-	-	-	—
Portpatrick Railway	-	-	-	-	-	—
Wigtownshire Railway	-	-	-	-	-	1 13

IRELAND.

XI.  
*Ireland.*

[illegible]

TRAMWAY BILLS.

	Length of New Line.			
	Double.		Single.	
	M.	CHS.	M.	CHS.
ENGLAND.				
<i>Birkenhead Tramways</i> - - - -	1	02	1	26
<i>Ipswich Docks</i> - - - - -	—		0	67
<i>Leeds Tramways</i> - - - - -	0	77	1	21
<i>Leicester Tramways</i> - - - - -	1	61	2	45
<i>London Central Tramways</i> - - - -	0	39	2	63
<i>London Street Tramways</i> - - - -	1	65	0	03
<i>Newcastle-upon-Tyne Corporation</i> - -	1	09	4	12
<i>North Metropolitan Tramways (Extension of Time)</i> - - - - -	—		—	
<i>North Metropolitan Tramways (New Works)</i> -	4	13	2	27
<i>Rotherham, Parkgate, and Rawmarsh Street Tramways</i> - - - - -	0	23	1	27
<i>Southampton Street Tramways</i> - - -	0	40	4	43
SCOTLAND.				
<i>Edinburgh Street Tramways</i> - - -	1	00	2	47
<i>Glasgow and Ibrox Tramway</i> - - -	1	41	—	
IRELAND.				
<i>Dublin Central Tramways</i> - - - -	—		8	46
<i>Dublin Street Tramways</i> - - - -	0	14	1	49
<i>Galway and Salthill Tramways</i> - - -	1	78	0	42

England.

Scotland.

Ireland.

Grouping.  
England.  
Tramway Provisional Orders.

TRAMWAY PROVISIONAL ORDERS.

Application to the Board of Trade for Provisional Orders in pursuance of the Tramways Act, 1870 :--	Length of New Line.	
	Double.	Single.
	M. CHS.	M. CHS.
Barton, Eccles, Winton, and Monton Local Board Tramways - - - - -	0 26	1 68
Bristol Tramways (Extensions) - - -	1 00	0 26
Dewsbury, Batley, and Birstal Tramways -	—	—
Hull Street Tramways (Extensions) - -	0 10	1 65
Manchester Suburban Tramways - - -	5 31	1 67
Neath and District Tramways - - -	—	—
Nottingham and District Tramways - -	3 12	3 14
Portsea Street Tramways - - - - -	0 20	0 39
Rusholme Local Board Tramways - - -	0 57	0 69
Sheffield Tramways - - - - -	—	—
Swansea Improvements and Tramways - -	—	—
Wolverhampton Tramways - - - - -	0 33	7 08
TOTAL - - -	11 29	17 36

XIII.  
Gas.

BILLS RELATING TO SUPPLY OF GAS.

England.  
ENGLAND.  
Ashton (under Lyne) Gas.  
Ashton (under Lyne) Improvement.  
Bishop Auckland District Gas.  
Bristol United Gas Light Company.  
Burslem Local Board.  
Carshalton Gas.  
Christchurch Gas.  
Colne Gas.  
Corporation of London (Various Powers).



*Croydon Commercial Gas.**Crystal Palace District Gas.**Dukinfield and Denton Local Board of Health.**Epsom and Ewell Gas.**Gaslight and Coke Company.**Hanley Corporation Gas.**Leicester Gas.**Longton Corporation.**Louth Gas.**Maryport District and Harbour Gas.**Middlesborough Corporation.**Newcastle-under-Lyme Borough Extension and Improvement.**Newport (Monmouthshire) Gas.**Sittingbourne Gas.**Southend Gas.**Stretford Gas.**Thanet Gas.**Tudhoe and Sunderland Bridge Gas.**Wakefield Gas.**Warrington Corporation Gas.**Woolwich, Plumstead, and Charlton Consumers Gas.**Grouping.*XIII.Gas.England.

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**SCOTLAND.***Coatbridge Gas.**Dundee Gas.**Scotland.*

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**IRELAND.***Alliance and Dublin Consumers Gas (Bray Supply).**Limerick Gas.**Londonderry Gas.**North Dock Ward (Dublin) Gas.**United General Gaslight Company (Limerick Undertaking).**Waterford Gas.*

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*Ireland.*

Grouping.

XIV.  
Water.

BILLS RELATING TO SUPPLY OF WATER.

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England.

ENGLAND.

*Bridgwater (Corporation) Water.*

*Bristol District Water.*

*Bromsgrove, Droitwich, and Redditch Water.*

*Carnforth District Water.*

*East Worcestershire Water.*

*Falmouth Waterworks.*

*Heywood Water.*

*Kent Waterworks.*

*Newcastle and Gateshead Water.*

*North Cheshire Water.*

*North East Worcestershire Water.*

*Ramsgate Water.*

*Sevenoaks and West Kent Water.*

*Stamford Water.*

*Sunningdale District Water.*

*Tunbridge Wells Water.*

*Wakefield Improvement.*

*West Surrey Water.*

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Scotland.

SCOTLAND.

*Edinburgh District Water.*

*Glasgow (Corporation) Water.*

*Perth Water.*

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*Grouping.*

## BILLS RELATING TO SUPPLY OF GAS AND WATER.

XV.  
*Gas and Water.*

## ENGLAND.

*England.**Blackburn Borough Gas Water and Extension.**Bolton Improvement.**Leeds Improvement.**Lowestoft Water and Gas.**Ramsgate Local Board.*

## GAS AND WATER PROVISIONAL ORDERS.

*Gas and Water  
Provisional Orders.*

## Gas.

*Abingdon Gas.**Brotton Gaslight and Coke Company, Limited, formerly the Brotton and  
Lofthouse Gaslight and Coke Company, Limited.**Cranleigh Gas.**Guisborough Gas.**Horsham Gas.**Ilkeston Gas.**Mansfield Gas.**North Camp and Farnborough District Gas.**Newcastle-under-Lyme Gas.**Southbank and Normanby Gas.**Stafford Gas.**Wimborne Minster Gas and Coal Company.*

## Water.

*Bridport Water.**Burgess Hill and St. John's Common Water.**Ruthin Water.*

## Gas and Water.

*Pickering Gas and Water.*



*Metropolitan Rail-  
way Schemes.*

*Report of the  
House of Lords  
Committee, 1863.*

## METROPOLITAN RAILWAY SCHEMES.

*Report of the House of Lords Committee, 1863.*

BILLS for proposed Railways within the Metropolis having been deposited for the sanction of Parliament, it appears desirable, as in former Sessions, to bring under consideration the Report of the Select Committee of the House of Lords on Metropolitan Railway Communication of the Session of 1863. In their Third Report, the Committee expressed their opinion that, in determining the regulations which it may be expedient to apply to Railways within the Metropolis, it is desirable that the limits of the Metropolis prescribed by the Royal Commission of 1846 should be extended in the manner described in the first paragraph of that Report.

The Committee, after explaining their views on the several points of the subject-matter referred to them, expressed (in paragraph 15) their opinion that, if the general views which they had explained should be deemed satisfactory by the House, some means should be taken to render future legislation conformable with the principles there laid down, and with this view they suggested that, in the next Session, and also in any succeeding Session, if necessary, a Select Committee should be appointed before the Second Reading of the Bills, for considering the different schemes for the construction of lines of Railway within the Metropolitan Railway District, which may then be before the House, and to report their opinion upon such schemes, with reference to the recommendations of this Committee; such Report to be made to the House before the Second Reading of the Bills.

The Committee added, that it would be desirable that the Board of Trade should make, soon after the commencement of each Session of Parliament, a General Report relating to all proposed Railways, or works connected with Railways, which affect the Metropolitan Railway District, and that the Report so made should be referred to the proposed Committees.

And further, that arrangements should be made between the two Houses of Parliament, that all Bills proposing to sanction the construction of Railways within the Metropolitan Railway District should originate in one House, and should be grouped together, and referred to the same Select Committee.

*Views of the  
Committee.*

*Dwellings of the  
Labouring Classes.*

*Open spaces.*

*Subways.*

*Great central  
station.*

*More central  
station for Great  
Eastern.*

*Other main  
stations.*

### *Views of the Committee.*

The leading views of the Committee of 1863 may be stated generally, as follows:

1. That, with the view of giving further effect to the provision in favour of the labouring classes, contained in the 191st Standing Order, it is desirable that in every Bill for making any work, in the construction of which compulsory power is given to take 30 or more houses inhabited by the labouring classes in any one parish or place, a clause be inserted providing that the companies shall, not less than four weeks before taking any such houses, make known their intention to take the same, either by personal notice to heads of families inhabiting the same, or by placards, handbills, or other general notice, placed in public view upon or within a reasonable distance from such houses.

2. That squares and open spaces in the Metropolis should not be unnecessarily taken for the purposes of a railway.

3. That in the construction of any new lines, subways, covered ways, or tunnels are preferable, where circumstances admit of them.

4. That it would be objectionable to allow the construction of a great central station in the Metropolis.

5. That the Great Eastern Railway should be allowed to establish a more central station than it has at present, and be placed in communication with the lines running to the Western part of the Metropolis.

6. That it is not desirable to bring the main stations of any of the principal long lines of Railway, except the Great Eastern, farther into London than is at present

present authorised ; but that one or more Railways should be made for carrying passengers from different parts of London to the main stations of the long lines ; such new lines not to be in the hands of any one of the present great Companies, but placed under such management as to ensure equal advantages to all.

*Metropolitan Railway Schemes.*

7. That heavy traffic in goods, and especially in minerals, could, as a general rule, be most conveniently carried from the Railways lying North of the Thames to the Railways lying South of the Thames, by Lines not passing through the central portions of the Metropolis.

*Heavy traffic not to pass through the centre of the Metropolis.*

8. That there should be a Line of Railway on the Eastern side of the Metropolis, connecting the Railways North and South of the Thames.

*Connection North and South on Eastern side.*

9. That it was desirable that additional facilities should be afforded, and less onerous arrangements in reference to tolls made for the passage by the Railways on the Western side of the Metropolis, of mineral and goods traffic from some of the Northern Railways, to the Railways and district of country South of the Thames.

*Facilities for goods traffic on the Western side.*

10. That additional Railway communication was needed in the densely populated part of the Metropolis, and it was desirable that Railway communication, where it did not already exist, should be established between the various main lines of Railway.

*Communication in crowded districts. Inter-communication between Railways.*

11. The Committee further suggested (in paragraph 12) that the completion of an inner circuit of Railway was desirable, abutting on the principal Railway Termini, with a view to the distribution of passenger traffic arriving by the main lines, and they offered suggestions for an economical construction of the lines forming this circuit, in consort with the Metropolitan authorities. They also suggested an outer circle within the Metropolitan District, communicating with the principal lines North of the Thames, to be at certain points in communication with the inner circle.

*Inner and outer circuit.*

The Committee expressed an opinion that every such system of internal Railway communication for the Metropolis should be under one management, and they suggested a Standing Order with this view.

### *Railways authorised in Session 1864, and subsequently.*

It has been considered desirable to state, as in former years, how far the views and recommendations of the Lords Committee, above stated, have been carried into effect, having regard to railways authorised by Parliament to be constructed within the Metropolitan District as prescribed in their Report.

*Railways authorised in Session 1864, and subsequently.*

The extensions eastward and westward of the Metropolitan Railway, and the scheme of the Metropolitan District Railway, both of which were authorised in 1864, appear to have been passed by Parliament with the object of carrying into effect the views of the Lords Committee, as expressed in the tenth and eleventh of their recommendations, that “ an inner circuit of railway “ was desirable, abutting on the principal Railway Termini, with a view to the “ distribution of passenger traffic arriving by the main lines.”

The then existing line of the Metropolitan Railway was authorised to be extended in a direction westward and southward from King's Cross to Notting Hill and South Kensington, and in a direction eastward and westward from Moorgate-street to Tower Hill. The scheme of the Metropolitan District Railway was authorised to complete the portion of the inner circle lying between South Kensington, Pimlico, Westminster, Blackfriars, and Tower Hill.

The Metropolitan Railway Company have completed the extensions of their Railway westward and southward to West Kensington, and they have



*Metropolitan Railway Schemes.*

during the past year opened their Tower Hill Extension as far as Aldgate High-street.

The Metropolitan District Railway Company have completed the portion of their Railway between Brompton, West Kensington, Pimlico, Westminster, Blackfriars, to their Mansion House Station at Cannon-street, but they have not commenced the construction of any portion of the line between the Mansion House Station and Tower Hill.

The constructed portion of the Metropolitan Railway has been connected by branch lines with the Great Western Railway at Paddington, with the Midland Railway and the Great Northern Railways at King's Cross, with the Great Eastern New Terminal Station at Liverpool-street, and it is also connected with the railway system of the London, Chatham, and Dover Railway at Farringdon-street. The South Eastern Railway Company have obtained power to connect their Charing Cross Line with the London, Chatham, and Dover Railway at Blackfriars Bridge. This connection is in course of construction, and will shortly be opened.

The Metropolitan District Railway affords, by its connecting lines with the West London Railway, a means of communication with the London and North Western and Great Western Railway systems, trains from which lines pass over the West London and Metropolitan District Railways to the Mansion House Station. The Metropolitan District Railway passes, or may be said to abut upon, the Victoria Station of the London, Brighton, and South Coast, and the London, Chatham, and Dover Railways at Pimlico; and also passes in the embankment under the South Eastern Railway at Charing Cross, and under the London, Chatham, and Dover Railway at Blackfriars.

In the Session of Parliament, 1874, a scheme by a new Company, entitled "The Metropolitan Inner Circle Completion Railway," was sanctioned for the purpose of completing, in a somewhat altered course, the unopened portion of the Metropolitan District Railway. This new Railway is to commence out of the Mansion House Station of the last-mentioned Railway, to pass in tunnel under the line of Cannon-street, under a new street which is to be formed between Cannon-street and Fenchurch-street, and under the line of a portion of Fenchurch-street, whence it will curve round to, and form a junction at, Gravel-lane with the authorised extension of the Metropolitan Railway.

The Great Eastern Railway Company have now completed their Metropolitan Extension Lines from Bethnal Green, by Hackney, Stamford Hill, Tottenham, and Edmonton, and from Hackney, to their main line at Walthamstow Marsh, and their extension from Bishopsgate Station to their New Terminal Station at Liverpool-street; thus carrying into effect the fifth of the before-mentioned recommendations of the Lords Committee. These Extension Railways now opened for traffic, bring the main line from Cambridge and the above-mentioned districts on the North East of London into connection with the system of the Metropolitan Railways, by means of the Branch Line, which has been opened between Liverpool-street and Moorgate-street.

In 1864, Parliament also authorised the construction of the East London Railway. The scheme of this Railway appears to meet the views expressed in the eighth of the before-mentioned recommendations of the Lords Committee, "that there should be a line of Railway on the eastern side of the Metropolis, "connecting the Railways north and south of the Thames."

The East London Railway was authorised to form a junction with the Great Eastern Railway at Bethnal Green, to pass thence, principally in tunnel, under the Docks at Wapping, and through the Thames Tunnel to Rotherhithe; thence to junctions with the London, Brighton, and South Coast and the South Eastern Railways at their respective stations at New Cross. The Railway has now been opened from a junction with the Great Eastern Railway at Bethnal Green to a junction with the London, Brighton, and South Coast Railway at New Cross; other junctions at New Cross with the South Eastern Railway have



have been completed, but not brought into use. The East London Railway Company have access over the Great Eastern Railway to the Terminus at Liverpool-street. *Metropolitan Railway Schemes.*

*Bills deposited for the Session of 1877.*

*Bills deposited for the Session of 1877.*

The Bills relating to Railways within the Metropolitan Railway District are few in number, and, with the exception of one Bill for constructing a railway from Oxford-street, passing in tunnel under Great Portland-street to the Metropolitan Railway, do not involve new works of any great importance. It is proposed by one of the Bills to enable the Metropolitan Railway Company to acquire additional lands on either side of High-street, Aldgate; by another Bill to authorise the London and Blackwall Railway Company to make a short railway at Limehouse to connect the extension line from Stepney to Bow with the main line of the London and Blackwall Railway; and by another Bill to incorporate a new Company to construct a short railway at Greenwich in extension of the London, Chatham, and Dover Railway, from Blackheath Hill to a point adjoining the South Eastern Railway at London-street, with a branch to form a junction with that railway. These Bills and others, which in some way relate to railways in the Metropolis and suburbs, are mentioned below, viz.:

*The East London Railway Bill* proposes to authorise the East London Railway Company to raise further capital for the construction of their lines which are to connect their Railway with the Great Eastern Railway. *Grouping.*

*The Greenwich Extension Railway Bill* proposes to incorporate a Company, and to enable them to make a railway from the London, Chatham, and Dover Railway at Blackheath Hill to London-street, Greenwich, and a branch or connecting line to the South Eastern Railway.

*The London and Blackwall Railway Bill* proposes to authorise the London and Blackwall Railway Company to make a short Railway, 29 chains in length, from the London and Blackwall Extension Railway to the Blackwall Line at Island Row.

*The Metropolitan Railway Bill* proposes to authorise the Metropolitan Railway Company to acquire additional land in the neighbourhood of their Aldgate Station, and to make a tunnel under Aldgate High-street; and *inter alia*, to revive the time for the compulsory purchase of lands for the widening and enlarging of portions of the St. John's Wood Railway.

*The Metropolitan Central Railway Bill* proposes to incorporate a Company for constructing a Railway in tunnel under the line of Great Portland-street from a junction with the Metropolitan Railway near Portland Road Station, to Oxford Street.

Powers are sought in the two following Bills for the construction of Railways in the suburbs in connection with existing Metropolitan Railways, namely:

*The Metropolitan District Railway (Ealing Extension) Bill* proposes to authorise the Metropolitan District Railway Company to make Railways, one of which is to extend from a junction with the London and South Western Railway near the Turnham Green Station to a point adjoining the Great Western Railway at the Ealing Station, with which Railway it will also be connected by a short Branch; and another short Railway is proposed for connecting their Hamersmith Extension Railway at Hammersmith, recently opened, with the Hammersmith and City Railway. Power is also sought to enable the Company to acquire land for the erection of a Station adjoining the junction of the Hammersmith and City Railway with the Great Western Railway.

*The North Metropolitan High Level Railway Bill* proposes to incorporate a Company for the construction of Railways from the Metropolitan and St. John's Wood Railway in the Finchley-road to Hampstead and Highgate, and to a junction with the existing Alexandra Palace Railway.

*Metropolitan Railway Schemes.**Subways.*

*The Metropolitan Central Railway Bill* proposes to construct a Railway in subway or tunnel under the line of Great Portland-street.

*Communication in Crowded Districts.**Communication in Crowded Districts.*

The following schemes of the present Session may be mentioned as appearing to have been laid out with a view of affording new or additional means of transit between parts of the Metropolitan Railway District, viz. :—

*The Metropolitan Central Railway Bill.*

*Street Tramways authorised by Parliament in the Session of 1869, and subsequently.**Street Tramways authorised by Parliament in the Metropolis and Suburbs in the Session of 1869, and subsequently.*

It has been considered not unimportant to refer in this Report to the Street Tramways which have been sanctioned by Parliament in the Session of 1869, and subsequently, to be laid on several important roads leading to or within the Metropolis.

In the Session of 1869, the North Metropolitan Tramway Company were authorised to lay down Tramways on the Whitechapel and Mile End roads, from Aldgate to Mile End; the Metropolitan Street Tramways Company to lay down Tramways on the Clapham and Brixton roads, from the Westminster-road to Brixton and Stockwell; and the Pimlico, Peckham, and Greenwich Tramways Company on the roads leading from the Elephant and Castle to Greenwich.

In the Session of 1870, the London Street Tramways Company were authorised to lay down Tramways from Lower Holloway, on the Camden and Hampstead roads, to the southern end of the latter road, and from Kentish Town, on the Kentish Town and Old St. Pancras roads to a point opposite the terminus of the Great Northern Railway at King's Cross; the North Metropolitan Tramway Company to lay down Tramways on the road from Upper Holloway to High-street, Islington, and thence to Lothbury, and also from the eastern end of their previously authorised Tramway at Bow, on the roads leading towards Leytonstone and Bromley, and from the western end of the same on the Whitechapel-road to Aldgate High-street. The Metropolitan Street Tramway Company were authorised to extend their Tramways to the eastern foot of Westminster Bridge, and to extend those authorised on the Brixton and Clapham roads; and the Pimlico, Peckham, and Greenwich Tramway Company to extend their Tramways from the Elephant and Castle, and from Vauxhall over the Lambeth and Vauxhall Bridges to the Victoria Railway Station, Pimlico, and also from the Elephant and Castle on the roads to Westminster and Blackfriars Bridges.

In the Session of 1871 the North Metropolitan Tramway Company were authorised to lay down additional Tramways from Islington, along the Goswell-road to Aldersgate-street; from Goswell-road, along Old-street and Hackney-roads to Cambridge-road; from High-street, Shoreditch, along the Kingsland-road to Stamford Hill; from the Mile End-road, along the Cambridge and Clapton roads to Stamford Hill; from the City-road, along Southgate-road and Green Lanes to Finsbury Park; from Upper-street, Islington, along the Essex and Balls Pond roads to the Kingsland-road; from Whitechapel-road, along the Commercial and East India Dock roads; and from the East India Dock-road, along the Victoria and Grove roads to Victoria Park. And the promoter of Columbia Market was authorised to lay down Tramways from the Hackney-road, along Crab Tree-row, Squerries-street, and Nottingham-street, to the Goods Station of the Great Eastern Railway at Bethnal Green.



In the Session of 1873 short additional tramways were authorised in connection with the Columbia Market; the London Street Tramways Company were authorised to lay down a short additional Tramway along a part of the Old St. Pancras-road at King's Cross; the Metropolitan Street Tramway Company to lay down additional Tramways from Kennington Park along Kennington Park-road, Newington Butts, Newington Causeway, and Blackman-street, at the junction with Great Dover-street; the Pimlico, Peckham, and Greenwich Tramway Company to lay down Tramways from the Old Kent-road along Great Dover-street to Blackman-street; the Common Road Conveyance Company to lay down a Tramway from Watford along the Edgware-road to the Edgware-road Station; the Southall, Ealing, and Shepherd's Bush Tramway Company, from Southall along the Uxbridge-road to the West London Railway at Shepherd's Bush; the Uxbridge and Southall, and Ealing and Brentford Tramway Company, to lay down Tramways along the roads between Uxbridge and Southall, and Ealing and Brentford; the West London Tramway Company to lay down a Tramway from the Broadway at Hammersmith along the Great Western-road to Kew Bridge; and the Kew and Richmond Tramway Company, a Tramway from the north side of Kew Bridge, over the bridge, and along the road to Richmond.

*Metropolitan Railway Schemes.*

### *Tramways in the Metropolis Opened for Traffic.*

The portions of those Tramways which have now been opened are the following, namely: in the north of London, from Aldgate to Stratford, along the Whitechapel and Mile End and Stratford roads; from Whitechapel High-street to the East India Docks, along the Commercial and East India Dock roads; from Kentish Town to the Euston-road, along the Kentish Town-road, College-street, and the Camden and Hampstead roads; from Holloway to King's Cross, along the Camden-road, Great College-street and Old St. Pancras-road; also from Holloway to Islington, along the Holloway-road, Upper-street, and Liverpool-road, continuing from Islington, along the City-road to near Finsbury-circus; also from Islington along Goswell-road, to the City Boundary; from Stamford-hill to the City-road, along Stoke Newington, Kingsland, and Old-street roads; and from Kingsland to Islington-green, along Balls Pond and Essex roads; from Stamford-hill along the Upper and Lower Clapton roads, Cambridge-heath and Cambridge roads to the Mile End-road; from the East India Dock-road along Victoria and Grove roads to Victoria Park; in the south of London, along the roads leading from the Westminster, Blackfriars, and Vauxhall Bridges, and from High-street, in the Borough, to Clapham, Brixton, Camberwell, Peckham, and East Greenwich.

*Tramways in the Metropolis Opened for Traffic.*

The Tramways which have been opened up to the present time, leading to or within the Metropolis, amount to a length of 52 miles.

### *Bills for New Tramways in the Metropolis, deposited for the Session of 1877.*

*Bills for New Tramways in the Metropolis, deposited for the Session of 1877.*

*The London Central Tramways Bill* proposes to incorporate a Company and empower them to construct Street Tramways from a point near Ludgate Circus, passing along Farringdon-street, Farringdon-road, King's Cross-road, Caledonian-road, to the Junction of Camden-road with Holloway-road. The Tram-carriages are proposed to be used singly, and propelled by animal power only.

*The London Street Tramways Bill* proposes to authorise the London Street Tramways Company to construct Tramways in the Caledonian-road for connecting their Tramways in Pentonville-road with the North Metropolitan Tramways in Holloway-road.

*The North Metropolitan Tramways (Extension of Time) Bill* proposes to extend the time for the construction of Tramways authorised within the City of London.



*Metropolitan Rail-  
way Schemes.*

*The North Metropolitan Tramways (New Works) Bill* proposes to authorise the Company to construct Tramways in High-street, Shoreditch, and Bishopsgate-street Without; in the Canonbury and the New North-road; in Finsbury Circus; in Grove-road and Grove-street, Hackney; in Bishop's-road, Old Ford, and other roads in Bethnal Green; in Dalston-lane and Graham-road, at Hackney; and in Hart-street, Bloomsbury, and Theobald's-road, and along the New Street, authorised in 1872, to Old-street, and to enable them to use any steam, atmospheric, or mechanical power, in addition to, or in substitution for, animal power, for drawing or propelling their cars upon their Tramways, in Essex.

*Amalgamation of  
Railways.*

### AMALGAMATION OF RAILWAYS.

THE following Bills propose the Amalgamation of Railway Companies, or the Sale or Lease of Railways, viz.:

*The Cleator and Workington Junction Railway Bill.*—For the transfer of the Undertaking of the Cleator and Workington Railway Company to the Furness Railway Company. (*Length of the Cleator and Workington Railway 15, miles; Furness, 102 miles.*)

*The Furness Railway Bill.*—To authorise a Lease or Transfer of the Whitehaven, Cleator, and Egremont Railway (*length 27 miles*) to the Furness and the London and North Western Railway Companies.

*The Great Eastern Railway Bill.*—To authorise the Great Eastern Railway Company to purchase the Saffron Walden Railway. (*Length 7¼ miles.*)

*The Great Northern Railway (Ireland) Bill.*—To confirm the amalgamation of the Dublin and Drogheda (*75 miles*), Dublin and Belfast Junction (*56 miles*), Irish North Western (*86½ miles*), and Ulster (*64½ miles*) Railway Companies into one Company.

*The Great Northern Railway (Ireland) Bill.*—To authorise the Sale or Transfer to the Great Northern Railway (Ireland) Company of the Banbridge Junction Railway (*length 6½ miles*), the Banbridge, Lisburn, and Belfast Railway (*length 15 miles*), the Dungannon and Cookstown Railway (*length 14 miles*), and the Banbridge Extension Railway (*length 9 miles*).

*The Great Western Railway Bill.*—To confirm an Agreement for the amalgamation of the Undertaking of the Bala and Dolgelly Railways (*17½ miles*) with the Great Western Railway Company.

*The Kelvin Valley Railway Bill.*—To vest the Undertaking of the Kilsyth Railway Company (*length 2 miles*) in the Kelvin Valley Railway Company.

*The London and North Western and Whitehaven, Cleator, and Egremont Railway Companies Bill.*—To vest the Undertaking of the Whitehaven, Cleator, and Egremont Railway Company (*length 27 miles*) in the London and North Western Railway Company.

*The Midland and Eastern, and Norwich and Spalding Railway Companies Bill.*—To vest the Undertaking of the Norwich and Spalding Railway Company (*length 16 miles*) in the Midland and Eastern Railway Company.

*The Midland Great Western Railway of Ireland Bill.*—To authorise the Midland Great Western Railway Company to purchase the Sligo and Ballaghadareen Railway. (*Length 9¾ miles.*)

*The North British Railway (No. 3) Bill.*—To amalgamate the Undertakings of the St. Andrew's Railway Company (*4½ miles*), of the East of Fife Railway Company (*length 6½ miles*), and of the Edinburgh, Loanhead, and Roslin Railway Company (*length 3 miles*), with that of the North British Railway Company.

*The*

*The Wednesfield and Wyrley Bank Railway Bill.*—To authorise the transfer of the Wednesfield and Wyrley Bank Railway (*length*  $4\frac{1}{2}$  miles) to the Midland, London, and North Western or Great Western Railway Companies. *Amalgamation of Railways.*

To the above may be added the proposed fusion, of which notice has been given, of the Undertakings of the *South Eastern and London, Chatham, and Dover Railway Companies*. (*Length of the South Eastern Railway, 331 miles; London, Chatham, and Dover 156 miles.*)

The above Bills, if the provisions relating to Amalgamation, Sale, or Lease contained therein, be authorised, will effect the absorption, by a few of the larger Railway Systems, of about 336 miles of railway, and if the proposal for the fusion of the South Eastern and London, Chatham, and Dover Railway Companies be included, a further length of 156 miles should be added.

Board of Trade,  
February 1877.

T. H. FARRER.

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REPORT by the BOARD of TRADE upon all the  
RAILWAY, CANAL, TRAMWAY, GAS, and  
WATER BILLS of Session 1877.

(*Mr. Edward Stanhope.*)

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*Ordered, by The House of Commons, to be Printed,  
8 February 1877.*

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[*Price 6 d.*]

3.

*Under 3 oz.*



NORTHAMPTON AND BANBURY JUNCTION RAILWAY.

(Extensions to Chipping Norton and Blockley.)

REPORT OF THE BOARD OF TRADE.

IN pursuance of the 37th Section of "The Abandonment of Railways Act, 1850," the Board of Trade (in whom the powers given by that Act to the Commissioners of Railways are now vested) lay before Parliament the following Copy of the Warrant granted by them, under "The Railway Companies Act, 1867," for the Abandonment of the Railways authorised by the "Northampton and Banbury Railway (Extensions) Act, 1865," together with the subjoined Report, explanatory of the reasons for their decision in this case.

WARRANT.

WHEREAS, by "The Northampton and Banbury Railway (Extensions) Act, 1865 (5 July 1865), the Northampton and Banbury Junction Railway Company were, amongst other things, authorised to make and maintain the Railways therein described, as :—

No. 1.—A Railway commencing in the parish of Chipping Norton, in the county of Oxford, by a junction with the Chipping Norton Branch of the Great Western Railway, at a point about three hundred and fifty yards westward of the passenger station thereof, and terminating in the parish of Bloxham, in the same county, in a field belonging to and in the occupation of John Painter, about two hundred yards northward of the public highway leading from the north end of the village of Bloxham towards Tadmorton.

No. 2.—A Railway commencing in the parish of Bloxham, in the county of Oxford, from and out of the intended Railway No. 1, at the termination thereof before described, and terminating in the parish of Warkworth, in the county of Northampton, by a junction with the Great Western Railway, about five hundred yards south of the passenger station of that Railway at Banbury.

No. 3.—A Railway commencing in the hamlet of township of Bodicote, otherwise Boddicott, in the parish of Adderbury and county of Oxford, from and out of the intended Railway No. 2, in a field belonging to Edward Cardwell, and in the occupation of Webb Deer, situate on the easterly side of and adjoining the Oxford Canal, and about four hundred yards south of the boundary dividing the parishes of Adderbury and Banbury, where the same crosses the said canal, and terminating in the parish of Middleton Cheney, in the county of Northampton, by a junction with the Banbury Extension Line of the Buckinghamshire Railway, about two hundred and forty yards south-eastward of the mile-post thereon indicating seventy-seven miles from London.

No. 4.—A Railway (described as No. 6 in the deposited plans and sections) commencing in the parish of Blockley, in the county of Worcester,

Worcester, by a junction with the Great Western Railway at or near the south-eastern end of the passenger platform of the Blockley Station thereon, and terminating by a junction with the intended Railway No. 1, at the termination thereof before described in the parish of Bloxham and county of Oxford.

And whereas, in pursuance of "The Abandonment of Railways Act, 1850," and the "The Railway Companies Act, 1867," the said Northampton and Banbury Junction Railway Company did, on the 16th day of August 1876, make application in writing to the Board of Trade, setting forth that the said Northampton and Banbury Junction Railway Company were desirous that the Railways hereinbefore described should be abandoned, and also setting forth the grounds upon which such application was made:

And whereas it appeared to the Board of Trade that there were sufficient grounds for entertaining such application, and the Board of Trade required and directed the said Northampton and Banbury Junction Railway Company to give notice, by advertisement, in a form approved of by the Board of Trade, of such application having been made:

And whereas it has been proved to the satisfaction of the Board of Trade that such notice was duly given in the manner required by law, and that it was therein set forth that any person thinking himself aggrieved by the proposed abandonment of the Railways hereinbefore described, and desiring to object thereto, might bring such objection before the Board of Trade by sending a written statement thereof by post, on or before a day named in the said notice, addressed to the Assistant Secretary, Railway Department, Board of Trade, Whitehall, London: And whereas the time so appointed for bringing objections before the Board of Trade has expired, and no objection to the said proposed abandonment of the Railways hereinbefore described has been brought before the Board of Trade: Now, therefore, the Board of Trade, pursuant to and in exercise of the power and discretion in them vested by "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867," do, by this Warrant, signed by an Assistant Secretary of the Board of Trade, whose name is hereunder subscribed, order and declare that the Railways hereinbefore described by "The Northampton and Banbury Railway (Extensions) Act, 1865," authorised to be made as aforesaid, shall be abandoned by the said Company.

And the Board of Trade do hereby further order and declare that the capital authorised to be raised by the said Northampton and Banbury Junction Railway Company shall be reduced, and the same is hereby reduced to the extent and in manner following; that is to say, of the total additional capital of 500,000 £, which by the aforesaid Northampton and Banbury Railway (Extensions) Act, 1865, is authorised to be raised by the creation of shares or stock, the sum of 420,000 £, which has not yet been raised, shall not be raised.

Signed by order of the Board of Trade, this 10th day of February 1877.

(signed) *Henry G. Calcraft*,  
Assistant Secretary,  
Board of Trade.

## REPORT.

THE Northampton and Banbury Junction Railway Company were authorised by "The Northampton and Banbury Railway (Extensions) Act, 1865," to make and maintain—

1. A Railway about  $11\frac{1}{4}$  miles in length, from Chipping Norton to Bloxham;
2. A Railway about  $4\frac{1}{4}$  miles in length, from Bloxham to Warkworth;
3. A Junction Railway about half a mile in length; and,
4. A Railway from Blockley to Bloxham, about 16 miles in length.

By



By the same Act the Company were authorised to raise, by the creation of shares or stock, the sum of 500,000 *l.*, and to borrow on mortgage any sums not exceeding in the whole 166,600 *l.*; and the money raised under this authority was to be applied for the purpose of carrying the provisions of this Act, and the other Acts of the Company, into execution.

The power to borrow 166,600 *l.* was cancelled by an Act of Parliament obtained in 1870.

In this case the application for authority to abandon the Extension Railways was made by the Company, with the consent of the holders of three-fifths of the stock or shares of the Company, such consent having been duly given in the manner prescribed in the Abandonment of Railways Act, 1850.

The grounds upon which the abandonment was sought were, that the Company had no funds with which to construct the Railways, and no means of obtaining funds, as the Company had for a long time past found it impossible to raise money for the purpose; and further, that the time for constructing the Railways had long since expired.

This application was duly advertised, and no objection to the proposed abandonment was laid before the Board of Trade.

For the purpose of ascertaining the state and condition of the Company, and of inquiring into the expediency of the proposed abandonment, and of determining the terms and conditions on which the same should be authorised by them, the Board of Trade, in pursuance of the 14th section of the abandonment of Railways Act, 1850, appointed Major General Hutchinson, one of their officers, to inquire into and report upon the matter.

From General Hutchinson's report, it appears that of the capital 74,770*l.* was subscribed, and nominally paid up; that of this sum Mr. William Shrimpton, a contractor, was credited with 34,770*l.*, but that no part of this amount of 74,770*l.* was ever expended in prosecuting the lines authorised by the Act; that in 1871 the Company lodged a Bill in Parliament by which it was proposed to continue the powers granted by the Act of 1865, but the Bill was withdrawn from want of support.

Nothing further appears to have been done, and the Board of Trade are informed that the portion of the scheme affecting Chipping Norton is, with a slightly different route, being constructed by the Banbury and Cheltenham Railway Company.

General Hutchinson also reported that there appeared to be no creditors against the particular portion of the Company's undertaking which it is proposed to abandon.

The abandonment being for a part only of the Railways or undertaking of the Northampton and Banbury Junction Railway Company, the Board of Trade were of opinion that their Warrant should provide for the reduction of the Company's capital authorised by the Extensions Act, 1865.

Having, therefore, taken into consideration all the circumstances above referred to, the Board of Trade deemed it just and expedient to authorise the abandonment of the "Extensions" Railways in the terms of the Warrant, dated 10th February 1877, a copy of which accompanies this Report.

Signed by order of the Board of Trade.

Whitehall Gardens,  
14 February 1877.

*T. H. Farrer,*  
Secretary of the Board of Trade.



RAILWAYS ABANDONMENT.

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NORTHAMPTON AND BANBURY  
JUNCTION RAILWAY.

(Extensions to Chipping Norton and Blockley.)

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WARRANT of the Board of Trade authorising the ABANDONMENT of the Railways authorised by the NORTHAMPTON AND BANBURY RAILWAY (EXTENSIONS) ACT, 1865, in pursuance of "The Abandonment of Railways Act, 1850," and "The Railway Companies Act, 1867;" and Report thereon.

*(Presented pursuant to Act of Parliament.)*

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*Ordered, by The House of Commons, to be Printed,  
15 February 1877.*

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# RAILWAYS (CAPITAL AND LOANS).

RETURN to an Order of the Honourable The House of Commons,  
dated 16 July 1877;—for,

RETURN “of CAPITAL in SHARES and by LOANS respectively proposed to be raised by RAILWAY and other BILLS brought before PARLIAMENT in the present Session, and the Aggregate Amount of such Capital and Loans; together with the Gross Aggregate Return for the previous Ten Years.”

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
1. Abbotsbury Railway - - - - -	54,000	18,000	72,000
2. Aberdeen Guildry - - - - -	—	—	—
3. Alexandra Palace - - - - -	—	—	—
4. Alliance and Dublin Consumers' Gas (Bray Supply) - - -	—	—	—
5. Anderson's College, Glasgow - - - - -	—	—	—
6. Ashton-under-Lyne Gas - - - - -	50,000	12,500	62,500
7. Ashton-under-Lyne Improvement - - - - -	—	—	—
8. Athenry and Tuam Railway (Abandonment of Claremorris Extension, &c.).	—	—	—
9. Banbury and Cheltenham Direct Railway - - - - -	—	350,000	350,000
10. Barry Railway - - - - -	180,000	43,000	173,000
11. Belfast and Ards Railway - - - - -	180,000	43,000	173,000
12. Belfast Central Railway (Extensions) - - - - -	200,000	66,650	266,650
13. Belfast, Holywood, and Bangor Railway Extension - -	55,000	18,000	73,000
14. Bignores (Dartford) Estate - - - - -	—	—	—
15. Birkenhead Tramways - - - - -	32,000	8,000	40,000
16. Birmingham and Lichfield Junction Railway - - - -	—	—	—
17. Bishop Auckland District Gas - - - - -	66,000	20,000	86,000
18. Blackburn Borough Gas, Water, and Extension - - -	—	500,000	500,000
19. Bolton Improvement - - - - -	—	331,000	331,000
20. Bridgwater (Corporation) Water - - - - -	—	40,000	40,000
21. Brighton and Dyke Railway - - - - -	72,000	24,000	96,000
22. Brighton and London Sea Water Supply - - - - -	—	—	—
23. Brighton Aquarium - - - - -	32,000	8,000	40,000
24. Brighton Corporation - - - - -	—	—	—
25. Bristol and Portishead Pier and Railway - - - - -	60,000	20,000	80,000
26. Bristol District Water - - - - -	200,000	50,000	250,000
27. Bristol Port and Channel Dock - - - - -	100,000	30,000	130,000
28. Bristol Port, Railway and Pier - - - - -	—	—	—
29. Bristol United Gas - - - - -	—	—	—
30. Bromley Direct Railway - - - - -	30,000	10,000	40,000
31. Bromsgrove, Droitwich, and Redditch Water - - - -	60,000	15,000	75,000
32. Burry Port and Gwendreath Valley Railway - - - - -	—	—	—
33. Burslem Local Board - - - - -	—	20,000	20,000
34. Bury and Tottington District Railway - - - - -	50,000	16,600	66,600
35. Cambrian Railways - - - - -	140,000	30,000	170,000
36. Canterbury and New Zealand Land Companies - - - -	2,500,000	1,000,000	3,500,000
37. Carnforth District Water - - - - -	15,000	3,750	18,750
38. Carshalton Gas - - - - -	72,500	25,000	97,500
39. Cheshire Lines Committee - - - - -	1,200,000	399,000	1,599,000
40. Christchurch Gas - - - - -	50,000	12,500	62,500
41. Clacton-on-Sea Railway - - - - -	25,000	8,300	33,300
42. Cleator and Workington Junction Railway - - - - -	120,000	40,000	160,000
43. Clergy Mutual Assurance Society - - - - -	—	—	—
44. Clyde Conservancy - - - - -	—	—	—
45. Coatbridge Gas - - - - -	42,410	12,500	54,910
46. Coleford Railway - - - - -	—	—	—
47. Colne Gas - - - - -	15,000	7,500	22,500
48. Cork and Macroom Direct Railway - - - - -	21,000	7,000	28,000

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
49. Cork Harbour - - - - -	-	120,000	120,000
50. Cornwall Minerals Railway - - - - -	-	-	-
51. Cranbrook and Paddeock Wood (Light) Railway - - - - -	100,000	33,000	133,000
52. Croydon Commercial Gas - - - - -	120,000	30,000	150,000
53. Crystal Palace Company - - - - -	50,000	-	50,000
54. Crystal Palace District Gas - - - - -	-	-	-
55. Derby Corporation (Extension of Borough, &c.) - - - - -	-	20,000	20,000
56. Derry Central Railway - - - - -	35,000	-	35,000
57. Dover and Deal Railway - - - - -	-	-	-
58. Dover Corporation (Sea Defences) - - - - -	-	10,000	10,000
59. Dublin Central Tramways - - - - -	80,000	20,000	100,000
60. Dublin Improvement Acts Amendment - - - - -	-	-	-
61. Dublin Railway - - - - -	200,000	100,000	300,000
62. Dublin Street Tramways - - - - -	16,000	4,000	20,000
63. Dublin, Wicklow, and Wexford Railway - - - - -	120,000	40,000	160,000
64. Dukinfield and Denton Local Boards of Health - - - - -	-	48,000	48,000
65. Dundee Gas - - - - -	-	100,000	100,000
66. Dunfermline and Queen's Ferry Railway - - - - -	30,000	10,000	40,000
67. East Grinstead and London Railway - - - - -	450,000	150,000	600,000
68. East London Railway - - - - -	500,000	166,600	666,600
69. East Worcestershire Water - - - - -	80,000	19,500	99,500
70. Edinburgh and District Water - - - - -	-	-	-
71. Edinburgh Street Tramways - - - - -	50,000	12,500	62,500
72. Ely and Rhondda Valleys Junction Railway - - - - -	180,000	60,000	240,000
73. Epsom and Ewell Gas - - - - -	36,000	10,200	46,200
74. Exeter Borough Extension - - - - -	-	-	-
75. Falmouth Water - - - - -	15,000	3,750	18,750
76. Fal Valley Railway - - - - -	-	-	-
77. Fareham Railway - - - - -	-	-	-
78. Fergus River Reclamation - - - - -	200,000	-	200,000
79. Foreign and Colonial Government Trust - - - - -	-	-	-
80. Freshwater, Yarmouth, and Newport Railway - - - - -	-	-	-
81. Freshwater, Yarmouth, and Newport Railway (Abandonment). - - - - -	-	-	-
82. Furness Railway - - - - -	-	-	-
83. Galway and Salthill Tramways - - - - -	35,000	10,000	45,000
84. Gaslight and Coke Company - - - - -	-	-	-
85. Gateshead Improvement - - - - -	-	135,879	135,879
86. General Steam Navigation Company - - - - -	600,000	150,000	750,000
87. Girvan and Portpatrick Junction Railway - - - - -	-	100,000	100,000
88. Glasgow and Ibrox Tramway - - - - -	15,000	5,000	20,000
89. Glasgow Corporation Water - - - - -	-	450,000	450,000
90. Glasgow Houses of Refuge - - - - -	-	-	-
91. Glasgow Markets - - - - -	-	65,000	65,000
92. Glasgow Police - - - - -	-	120,000	120,000
93. Glencairn Railway - - - - -	-	-	-
94. Golden Valley Railway - - - - -	72,000	24,000	96,000
95. Great Eastern Railway - - - - -	450,000	150,000	600,000
96. Great Eastern Railway (Voting) - - - - -	-	-	-
97. Great Northern Railway (Ireland) - - - - -	240,000	-	240,000
98. Great Northern Railway (Ireland) Transfer - - - - -	300,000	100,000	400,000
99. Great Northern Railway (Further Powers) - - - - -	2,000,000	666,600	2,666,600
100. Great Northern Railway (Shepreth to March) - - - - -	750,000	250,000	1,000,000
101. Great Northern Railway (Spalding to Lincoln) - - - - -	750,000	250,000	1,000,000
102. Great North of Scotland Railway - - - - -	100,000	33,000	133,000
103. Great Page Heath Field, Bromley - - - - -	-	-	-
104. Great Western Railway - - - - -	500,000	166,000	666,000
105. Great Yarmouth and Stalham (Light) Railway Extension - - - - -	60,000	20,000	80,000
106. Greenock Police Improvement - - - - -	-	80,000	80,000
107. Greenwich and Millwall Subway - - - - -	74,000	24,000	98,000
108. Greenwich Extension Railway - - - - -	165,000	55,000	220,000



TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
109. Halifax Vicar's Rate - - - - -	—	—	—
110. Hanley Corporation Gas - - - - -	—	150,000	150,000
111. Harrow and Rickmansworth Railway Abandonment - - -	—	—	—
112. Harrow and Rickmansworth Railway (Extension of Time) -	—	—	—
113. Harrow and West End Railway - - - - -	100,000	33,330	133,330
114. Harper's Patent - - - - -	—	—	—
115. Heywood Water - - - - -	50,000	12,500	62,500
116. Highland Railway - - - - -	—	—	—
117. Hove Extension and Improvement - - - - -	—	—	—
118. Ipswich Docks - - - - -	—	—	—
119. Kelvin Valley Railway - - - - -	—	—	—
120. Kent Water - - - - -	160,000	40,000	200,000
121. Kettering, Thrapston, and Huntingdon Railway - - -	—	—	—
122. Kew Bridge and Ealing Railway - - - - -	63,000	21,000	84,000
123. King's Lynn Dock - - - - -	130,000	43,290	173,290
124. Kingston-upon-Hull Docks - - - - -	1,000,000	335,000	1,335,000
125. Lancashire and Yorkshire Railway - - - - -	600,000	200,000	800,000
126. Lancashire Union Railways - - - - -	75,000	25,000	100,000
127. Largs Railway - - - - -	150,000	50,000	200,000
128. Law Life Assurance Society - - - - -	—	—	—
129. Leeds Improvement - - - - -	—	850,000	850,000
130. Leeds, Roundhay Park, and Osmondthorpe Junction Railway	—	—	—
131. Leeds Tramways - - - - -	15,000	50,000	65,000
132. Leicester Gas - - - - -	250,000	62,500	312,500
133. Leicester Tramways - - - - -	50,000	16,000	66,000
134. Lerwick Harbour Improvements - - - - -	—	20,000	20,000
135. Lewes and East Grinstead Railway - - - - -	400,000	133,300	533,300
136. Limehouse Subway - - - - -	30,000	10,000	40,000
137. Limerick and Kerry Railway - - - - -	—	—	—
138. Limerick Gas - - - - -	70,000	17,000	87,000
139. Llantrissant and Taff Vale Junction Railway - - -	—	—	—
140. London and Blackwall Railway - - - - -	100,000	33,000	133,000
141. London and North Western, and Whitehaven, Cleator, and Egremont Railway Companies.	—	—	—
142. London and North Western Railway (Joint and various Powers).	220,000	73,300	293,300
143. London and North Western Railway (New Lines) - - -	500,000	166,000	666,000
144. London and North Western Railway (New Works, &c.) -	350,000	116,000	466,000
145. London and South Western, and London, Brighton, and South Coast Railway Companies (Isle of Wight and Ryde Pier Railway).	150,000	50,000	200,000
146. London and South Western Railway (Various Powers) -	1,000,000	333,500	1,333,500
147. London, Brighton, and South Coast Railway (Various Powers)	200,000	66,000	266,000
148. London Central Tramways - - - - -	40,000	10,000	50,000
149. London Corporation - - - - -	—	—	—
150. Londonderry Bridge - - - - -	—	80,000	80,000
151. Londonderry Gas - - - - -	24,000	15,000	39,000
152. London, Essex, and Kent Coast Junction Railway (Abandon- ment).	—	—	—
153. London, Essex, and Kent Coast Junction Railway (Romford Extension).	75,000	25,000	100,000
154. London Street Tramways - - - - -	35,000	8,750	43,750
155. London, Tilbury, and Southend Railway - - - - -	54,000	18,000	72,000
156. Longton Corporation - - - - -	—	100,000	100,000
157. Loose Valley Railway - - - - -	45,000	15,000	60,000
158. Louth and East Coast Railway - - - - -	36,000	12,000	48,000
159. Louth Gas - - - - -	20,000	10,250	30,250
160. Lowestoft Water, Gas, and Market - - - - -	80,000	20,000	100,000
161. Maidstone Bridge - - - - -	—	24,000	24,000
162. Malmesbury Railway - - - - -	30,000	10,000	40,000
163. Manchester and Milford, and Mid Wales Railway Companies	—	—	—
164. Manchester, Sheffield, and Lincolnshire Railway - - -	250,000	83,000	333,000
165. Margate Extension Improvement - - - - -	—	128,000	128,000
166. Maryport District and Harbour (Gas) - - - - -	—	20,000	20,000
167. Melton Mowbray Navigation - - - - -	—	—	—
168. Mersey Docks and Harbour Board - - - - -	—	—	—
169. Mersey Railway - - - - -	—	—	—

TITLE OF BILL.	Proposed Capital.		
	By Shares.	By Loans.	TOTAL.
	£.	£.	£.
170. Metropolitan Board of Works (Various Powers) - - -	—	—	—
171. Metropolitan Central Railway - - -	200,000	66,300	266,300
172. Metropolitan District Railway (Ealing Extension, &c.) - -	360,000	120,000	480,000
173. Metropolitan Railway - - -	150,000	50,000	200,000
174. Metropolitan Street Improvements - - -	—	—	—
175. Middlesborough Corporation - - -	—	265,000	265,000
176. Midland and Eastern, and Norwich and Spalding Railway Companies - - -	—	—	—
177. Midland Great Western Railway of Ireland - - -	300,000	100,000	400,000
178. Midland Railway (Further Powers) - - -	—	—	—
179. Midland Railway (New Works, &c.) - - -	900,000	300,000	1,200,000
180. Neath and Brecon Railway - - -	—	—	—
181. Newcastle and Gateshead Water - - -	—	—	—
182. Newcastle-under-Lyme Borough Extension and Improvement - -	—	—	—
183. Newcastle-upon-Tyne Corporation - - -	—	30,000	30,000
184. Newport, Chale, Freshwater, and Yarmouth Railway - - -	185,000	55,000	220,000
185. Newport (Monmouthshire) Gas - - -	—	—	—
186. Norfolk Central Railway - - -	800,000	266,500	1,066,500
187. Norfolk Estuary - - -	19,020	—	19,020
188. North British, Arbroath, and Montrose Railway - - -	—	—	—
189. North British Railway (No. 1) - - -	270,000	20,000	290,000
190. North British Railway (No. 2) - - -	530,000	166,600	696,600
191. North British Railway (No. 3) - - -	—	—	—
192. North Cheshire Water - - -	36,000	9,000	45,000
193. North Dock Ward (Dublin) Gas - - -	32,000	8,000	40,000
194. North East Worcestershire Water - - -	80,000	20,000	100,000
195. North Metropolitan High Level Railway - - -	300,000	100,000	400,000
196. North Metropolitan Tramways (Extension of Time) - - -	—	—	—
197. North Metropolitan Tramways (New Works, &c.) - - -	100,000	25,000	125,000
198. Nottingham Borough Extension - - -	—	—	—
199. Paisley Improvement - - -	—	—	—
200. Peckham and Lewisham Road - - -	—	—	—
201. Penarth, Sully, and Barry Railway - - -	40,000	13,300	53,300
202. Perth Water - - -	—	35,000	35,000
203. Plymouth, Devonport, and Stonehouse, Hackney Carriages and Boats - - -	—	—	—
204. Pontypridd Markets and Town Hall - - -	15,000	3,750	18,750
205. Portpatrick Railway - - -	30,000	10,000	40,000
206. Ramsgate Local Board - - -	—	170,000	170,000
207. Ramsgate Water - - -	20,000	5,000	25,000
208. Rathmines and Pembroke Main Drainage and Improvement - -	—	—	—
209. Regent's Canal and Dock (No. 1) - - -	—	—	—
210. Regent's Canal and Dock (No. 2) - - -	—	—	—
211. Rotherham Corporation - - -	—	—	—
212. Rotherham, Parkgate, and Rawmarsh Street Tramways - - -	15,000	3,750	18,750
213. Royal Dublin Society - - -	—	—	—
214. Ryde and Newport Railway - - -	60,000	20,000	80,000
215. Ryde and St. Helen's Improvement and Ryde Aquarium - -	156,000	39,000	195,000
216. St. Giles and St. Luke's Joint Charities - - -	—	—	—
217. Sevenoaks and West Kent Water - - -	100,000	25,000	125,000
218. Severn Bridge Railway - - -	100,000	33,300	133,300
219. Share Investment Trust - - -	—	—	—
220. Sheffield and Midland Railway Companies Committee - - -	—	—	—
221. Sheffield Corporation Markets - - -	—	300,000	300,000
222. Shott's Iron Company - - -	200,000	50,000	250,000
223. Sittingbourne Gas - - -	30,000	7,500	37,500
224. Sligo Harbour Commissioners - - -	—	94,000	94,000
225. Somersetshire Drainage - - -	—	—	—
226. Southampton Harbour and Pier Board - - -	—	30,000	30,000
227. Southampton Street Tramways - - -	50,000	16,600	66,600
228. South Dublin Railway - - -	30,000	15,000	45,000
229. South Eastern Railway - - -	—	—	—
230. Southend Gas - - -	11,000	5,000	16,000
231. South Staffordshire Mines Drainage - - -	—	—	—
232. Stamford Water - - -	—	—	—
233. Stretford Gas - - -	61,000	15,000	76,000
234. Sunningdale District Water - - -	100,000	25,000	125,000

TITLE OF BILL.					Proposed Capital.		
					By Shares.	By Loans.	TOTAL.
					£.	£.	£.
235.	Taff Vale Railway	-	-	-	380,000	120,000	480,000
236.	Tasmanian Main Line Railway	-	-	-	-	50,000	50,000
237.	Temple Mineral Railway	-	-	-	-	-	-
238.	Thanet Gas	-	-	-	32,000	26,000	58,000
239.	Thurso River Harbour	-	-	-	15,000	5,000	20,000
240.	Tower Bridge	-	-	-	372,000	124,000	496,000
241.	Tudhoe and Sunderland Bridge Gas	-	-	-	28,000	7,000	35,000
242.	Tunbridge Wells Water	-	-	-	-	40,000	40,000
243.	Turkish (Egyptian Tribute) Loans	-	-	-	-	-	-
244.	Tyne Improvement	-	-	-	-	300,000	300,000
245.	United General Gas Company (Limerick)	-	-	-	20,000	15,000	35,000
246.	United Kingdom Sewage Company	-	-	-	600,000	20,000	620,000
247.	Usk and Towy Railway	-	-	-	-	-	-
248.	Van Dieman's Land Company	-	-	-	-	-	-
249.	Wakefield Gas	-	-	-	75,000	18,700	93,700
250.	Wakefield Improvement	-	-	-	-	225,000	225,000
251.	Warrington Corporation Gas	-	-	-	-	200,000	200,000
252.	Waterford and Central Ireland and Kilkenny Junction Railway Companies.	-	-	-	-	-	-
253.	Waterford Gas	-	-	-	20,000	5,000	25,000
254.	Waveney, Yare, and Wensum Rivers Fisheries	-	-	-	-	-	-
255.	Wear River Commissioners	-	-	-	-	-	-
256.	Weaver River Navigation	-	-	-	-	200,000	200,000
257.	Wednesfield and Wyrley Bank Railway	-	-	-	-	-	-
258.	Welshpool and Llanfair Railway	-	-	-	39,000	13,000	52,000
259.	West Kent Main Sewerage	-	-	-	-	100,000	100,000
260.	West Surrey Water	-	-	-	25,000	6,250	31,250
261.	Whitehaven, Cleator, and Egremont Railway	-	-	-	30,000	10,000	40,000
262.	Whitland and Taf Vale Railway	-	-	-	47,000	15,600	62,600
263.	Whitland, Cronware, and Pendine Railway	-	-	-	45,000	15,000	60,000
264.	Wigtownshire Railway	-	-	-	24,000	8,000	32,000
265.	Willesden and Kensal Green Road	-	-	-	-	-	-
266.	Wisbech Dock and River Nene Improvement	-	-	-	150,000	50,000	200,000
267.	Woolwich, Plumstead, and Charlton Consumers' Gas	-	-	-	60,000	30,000	90,000
268.	Worcester and Aberystwith Junction Railway	-	-	-	-	-	-
TOTAL - - - £.					27,448,930	14,608,199	42,057,129
Amount of similar Return for 1867.							
	No. of Bills	321	-	-	24,947,447	17,691,328	42,638,775
Ditto	- ditto	- 1868.	Ditto	- 228	15,269,990	9,937,366	25,207,356
Ditto	- ditto	- 1869.	Ditto	- 212	17,756,835	11,465,371	29,221,706
Ditto	- ditto	- 1870.	Ditto	- 244	14,202,271	9,474,228	23,676,499
Ditto	- ditto	- 1871.	Ditto	- 280	18,827,365	10,891,825	29,719,190
Ditto	- ditto	- 1872.	Ditto	- 304	57,803,590	28,641,241	86,444,831
Ditto	- ditto	- 1873.	Ditto	- 334	60,112,250	26,781,693	86,893,943
Ditto	- ditto	- 1874.	Ditto	- 281	43,763,000	19,602,240	63,365,240
Ditto	- ditto	- 1875.	Ditto	- 266	29,746,194	20,198,113	49,944,307
Ditto	- ditto	- 1876.	Ditto	- 270	33,062,675	16,063,608	49,126,283

Board of Trade, Whitehall Gardens,  
1 August 1877.

T. H. FARRER.



RAILWAYS (CAPITAL AND LOANS).

RETURN of CAPITAL in SHARES and by LOANS respectively proposed to be raised by the RAILWAY and other Bills brought before PARLIAMENT in the present Session, and the Aggregate Amount of such Capital and Loans; together with the Gross Aggregate Return for the previous Ten Years.

(*Sir Thomas Bazley.*)

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*Ordered, by The House of Commons, to be Printed,  
3 August 1877.*

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GENERAL REPORT  
TO THE  
BOARD OF TRADE  
IN REGARD TO THE  
SHARE AND LOAN CAPITAL,  
TRAFFIC IN PASSENGERS AND GOODS,  
AND THE  
WORKING EXPENDITURE  
AND NET PROFITS FROM RAILWAY WORKING  
OF THE  
RAILWAY COMPANIES  
OF THE  
UNITED KINGDOM,  
For the Year 1876.

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Presented to both Houses of Parliament by Command of Her Majesty.

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LONDON:  
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,  
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FOR HER MAJESTY'S STATIONERY OFFICE,

1877.

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# CONTENTS.

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	Page.
UNITED KINGDOM :—	
Railway Extension - - - - -	- 3
Capital - - - - -	- 3
Rates of Interest and Dividend - - - - -	- 4
Traffic, Working Expenses, and Revenue - - - - -	- 7
Rolling Stock - - - - -	- 11
Summary - - - - -	- 11
Appendix. Tables - - - - -	13



TO THE SECRETARY OF THE BOARD OF TRADE.

SIR,

IN continuation of the Reports of Captain Tyler to the Board of Trade on the share and loan capital, traffic and working expenses, of the railways of the United Kingdom, we have the honour to submit the annexed tables analysing the principal particulars relating to the above subjects for the year 1876, and comparing them with similar particulars for previous years. The set of tables is substantially the same as those which have been annexed to Captain Tyler's Reports, and they have been prepared and continued, as far as possible, in the same manner as formerly, only one or two alterations in the form of the tables being introduced.

*Railway Extension.*

Table No. 1. exhibits the mileage of railways open for traffic in the United Kingdom and its principal divisions at the end of December 1876, as compared with similar totals for several previous years. The total mileage for the United Kingdom in 1876 was 16,872 miles, including 11,989 miles for England, 2,726 miles for Scotland, and 2,157 miles for Ireland. The increase for the United Kingdom over the total in 1875 is 214 miles, which is much the same amount of increase as in 1875 over 1874. The percentage of increase is in both cases about 1·3 per cent., which is a small rate of increase as compared with what has often been witnessed, and much smaller than the rate of increase in 1874 and one or two years just previous. Almost the entire increase in 1876 has been in England and Wales, the increase in Scotland being 5 miles only, and in Ireland 9 miles.

The increase of double mileage is greater than the increase of the whole mileage. Of the above total of 16,872 miles the number of double miles was 9,169, and of single miles 7,703; and, comparing these with the corresponding details for 1875, we find that while the increase of double miles has been 271, there has been a decrease of 57 miles in the single mileage. In the absence of information on this point from the respective railway companies it is impossible to say whether the increase of double mileage is due for the most part to absolutely new constructions, or to the conversion of existing single mileage into double mileage. But it is evident from the increase of double mileage exceeding the increase of the whole mileage that the latter process is going on to some extent, and probably, it is believed, to a considerable extent. At the same time, the similar process of lengthening sidings, and converting double into treble or more lines, is going forward, as we may infer from the fact that, while the addition to the mileage of railways in 1876 was only 1·3 per cent., the per-centage addition to the capital, as will presently be noticed, was considerably greater.

*Capital.*

The total nominal capital of the railways at the above date in 1876 was 658,214,776*l.* As compared with the total on the corresponding date in 1875, viz. 630,223,494*l.*, there is an apparent increase of 27,991,282*l.*, or about 4·4 per cent. A portion of this increase is only nominal, nearly 8 millions of it being due to an increase of the nominal capital of the North British and Caledonian Railways in connection with conversion operations. Still, making a deduction on this account, the remaining increase of about 20,000,000*l.* amounts to 3·1 per cent., which is a considerably higher rate of increase than that of the mileage open for traffic, and so far confirms the suggestion that a considerable part of the increased capital of railways is expended on lines already open for traffic. A comparison of the total capital per mile of railway open for a series of years shows this very clearly.

Years.						Capital per mile of railway open. £
1871	-	-	-	-	-	35,943
1872	-	-	-	-	-	35,984
1873	-	-	-	-	-	36,574
1874	-	-	-	-	-	37,078
1875	-	-	-	-	-	37,833
1876	-	-	-	-	-	39,012

Assuming that these figures,—apart from variations in particular years, in consequence of an increase of nominal capital through conversion operations on one side, or in consequence of the issue of shares and stocks at premiums on the other side,—represent approximately the real capital expended, it cannot be doubted that there is a steady increase of the capital cost per mile of open railway in the kingdom. As has been pointed out by Captain Tyler in his reports, there is a sufficient reason for an increase of this sort in the addition of sidings and other accommodation to existing lines to meet the increasing traffic.

The principal part of the nominal as well as nearly the whole amount of the real increase in the capital in 1876 is in the guaranteed and preferential as distinguished from the ordinary share capital, and in the loans and debenture stock. The amount of the guaranteed and preferential capital was in 1876 228,907,992*l.*, or an increase of 16,714,668*l.* as compared with 1875, while the amount of the loans and debenture stock was 167,297,901*l.*, or an increase of 3,868,463*l.* as compared with 1875, making together an increase of 20,583,131*l.* out of the above increase of 27,991,282*l.* in the whole capital. The amount of the ordinary capital again in 1876 was 262,008,883*l.*, or an increase of 7,408,151*l.* as compared with 1875, but the greater part of this increase is apparently an increase of nominal capital only in connection with the conversion operations above referred to. Carrying the comparison a few years back, it would seem that the ordinary capital of railway companies, although it is swollen to some extent by nominal additions, is nevertheless increasing very slowly in comparison with the guaranteed and preferential capital and the loan and debenture capital. In 1870 the ordinary capital of the companies was 229,282,150*l.*, so that the increase in 1876 to 262,008,883*l.* amounts to 32,726,733*l.*, or about 14·3 per cent. In the same period, however, the guaranteed and preferential share capital increased from 158,692,084*l.* to 228,907,992*l.*, an increase of 70,215,908*l.*, and about 44·2 per cent; and the loans and debenture stock increased from 141,934,439*l.* to 167,297,901*l.*, an increase of 25,363,462*l.*, and about 17·9 per cent. Even, therefore, if we make no allowance for that portion of the increase of ordinary capital which is only nominal, it would seem that its increase is considerably slower than that of the other classes of capital. The proportion to the whole capital of railways is consequently diminishing. While it constituted in 1870 about 43 per cent. of the capital, its proportion in 1876 was only 40 per cent. On the other hand, while the proportion of loans and debenture stock to the whole capital has slightly diminished in the same period, there has been a considerable increase in the proportion of guaranteed and preferential capital, viz., from 30 to 35 per cent. It has to be remembered besides that a considerable portion of the above ordinary capital, being the capital of lines leased by other companies, might more properly be classed as guaranteed or preferential, so diminishing the proportion of capital invested in railways which is not in some form or other guaranteed.

In the annexed Table 2, no separation has been made between “Loans” and “Debenture Stock” as has been done in former years, but the two have been classed together. It may be stated that a main reason for this is that the item of “loans,” which has been decreasing of late years, has now been reduced to a comparatively small amount. The total is now only 32,552,415*l.* out of the above sum of 167,297,901*l.* of loans and debenture stock together, the reduction effected in 1876 alone having been about 8,000,000*l.* The transformation of “loans” into “debenture stock,” which has been going on for some years, is thus approaching its completion, and the danger to railway finance from the existence of a large floating debt has to all intents and purposes disappeared. In addition, many of the companies have effected a considerable economy by issuing their debenture stocks at lower rates than the average rates of interest on their loans.

#### *Rates of Interest and Dividend.*

Tables 3, 4, and 5 exhibit the results to the capital invested in railways in 1876 as compared with previous years. The most general facts are, that the total receipts from *railway* working, excluding miscellaneous receipts of various kinds, amounted to 59,917,868*l.*, or an increase of nearly a million over the previous year; the working expenditure at the same time amounted to 32,472,729*l.*, or an increase of 274,000*l.* over the previous year; and the net earnings amounted to 27,445,139*l.*, or an increase of 661,000*l.* over the previous year. This last increase is at the rate of 2½ per cent. only, while the increase of nominal capital, as we have seen, amounted to about 4½ per cent. The result, accordingly, is, that in spite of the increase of net earnings there is a small reduction in their proportion to the total share and loan capital. The proportion amounts



to 4·17 per cent. as compared with 4·25 per cent. in 1875. The proportion of net earnings to real capital has probably fallen off in a still smaller proportion, a portion of the increase of capital, as we have seen, being altogether nominal, and due to conversion operations.

These are the net earnings from railway working alone. The corresponding figures, including the entire earnings of railway companies from miscellaneous sources, exhibit much the same changes, although the amounts and per-centages are rather larger. The gross receipts were 62,215,775*l.*, an increase of 978,775*l.* over the previous year; the working expenses were 33,535,509*l.*, an increase of 314,781*l.* over the previous year; and the net earnings were 28,680,266, which is an increase of 663,994*l.* In consequence of the increase of capital, however, the per-centage of the increased net earnings to the total share and loan capital is rather lower than it was the year previous, being 4·36 as compared with 4·45 per cent., but this falling-off is also subject to the observation already made as to the increase of nominal capital. Altogether, neither in the net earnings from railway working alone, nor in the net earnings from all sources, was there any material change in the position of the companies as compared with the previous year. The net earnings, as will be seen, are still rather smaller in proportion to the whole capital than they were in 1872 and 1873, when they amounted to 4·52 and 4·35 per cent. respectively, for the railway working alone, and to 4·74 and 4·59 per cent. for the whole working; but in amount they have greatly increased since those years, their proportion to capital being kept down by the large simultaneous increase of capital.

The tables above referred to also show very fully the amounts and rates of interest or dividend paid on the various descriptions of capital;—the figures here used, however, being in the aggregate somewhat larger than the true totals, in consequence of the investments by some companies in the stocks and shares of other companies, so that the same interest payment, or dividend has to be computed twice over. The total interest and dividend thus appears as 29,224,083*l.*, or in the proportion of 4·44 per cent. on the total capital, as compared with the above sum of 28,680,266*l.*, being the net earnings from the whole working of railways, which is in the proportion of 4·36 per cent. But the difference thus arising is inappreciable for the purpose in view, which is to compare amongst each other the returns obtained by the various descriptions of capital.

Of this total of 29,224,083*l.*, then, it appears that the sum of 7,124,511*l.* was paid to “loans and debenture stock,” an increase of 167,000*l.* as compared with the previous year, but the proportion to the “loan and debenture capital” remaining the same, viz. 4·26 per cent. The sum of 10,259,719*l.* was paid to the guaranteed and preferential capital, this being an increase of 625,000*l.* as compared with the previous year, but the proportion to the guaranteed and preferential capital falling from 4·54 to 4·48 per cent.,—partly, no doubt, in consequence of the merely nominal additions to the capital which have been made. The payment to the ordinary capital, however, shows a falling-off in the amount as well as in the proportion, as compared with the previous year, the reduction in amount being from 12,018,009*l.* to 11,839,853*l.*, and in proportion to ordinary capital from 4·72 to 4·52 per cent. This last reduction is, no doubt, partly apparent only, as part of the increase in ordinary capital has been nominal only; but the reduction is real, at least to the extent that the amount paid to the ordinary shareholder has been diminished. The ordinary shareholder receives on the average rather a better dividend than the holders of other railway capital.

Table No. 4 shows with great minuteness the different amounts of capital at the different rates of interest or dividend paid to it. The result as regards the ordinary capital is as follows:—

38 $\frac{3}{4}$ millions of capital received no dividend.				
13	“	“	“	not more than 1 per cent.
4 $\frac{1}{4}$	“	“	“	1 to 2 per cent.
10	“	“	“	2 to 3 “
26 $\frac{3}{4}$	“	“	“	3 to 4 “
26 $\frac{3}{4}$	“	“	“	4 to 5 “
70 $\frac{1}{4}$	“	“	“	5 to 6 “
44 $\frac{3}{4}$	“	“	“	6 to 7 “
21	“	“	“	7 to 8 “
1 $\frac{1}{2}$	“	“	“	8 to 10 “
5	“	“	“	10 to 12 “

and a small fraction was paid between 12 and 13 per cent. It would appear from this that not only is the average payment about 4 $\frac{1}{2}$  per cent., but the greater part of the capital receives about the average dividend; the average is not made up by the fusion of opposite extremes. Of the whole ordinary capital, indeed, no less than 189 millions



receive dividends ranging between 3 and 8 per cent.; of the remainder,  $38\frac{3}{4}$  millions receive no dividend; and there are, consequently, only about 34 millions in receipt of dividends which are paid very high or very low rates. As regards capital receiving no dividend, it seems only fair to remark that a considerable amount of capital has been issued at an enormous discount.

On a comparison of these proportions with the previous year, the principal change seems to have been that a certain amount of capital, about 20,000,000%, which received 8 per cent. in 1875 has this year received between 7 and 8 per cent. only.

Of the capital returned as guaranteed, amounting to 81 millions, the analysis shows that—

$2\frac{3}{4}$	millions received interest at from 2 to 3 per cent.
19	“ “ “ 3 to 4 “
$48\frac{1}{4}$	“ “ “ 4 to 5 “
$7\frac{1}{4}$	“ “ “ 5 to 6 “
$2\frac{1}{4}$	“ “ “ 6 to 7 “

and only the remainder—less than a million altogether—received higher or lower rates than the above, including a very small fraction which received no dividend. Here again it is apparent that the principal part of the capital receives about the average rate,—that the average is not made up of great extremes.

Of the capital returned as preferential, amounting to 148 millions, the results are that—

9	millions received no dividend (including 25,000% receiving less than 1 per cent.)
$5\frac{1}{2}$	“ 1 to 2 per cent.
$1\frac{1}{4}$	“ 2 to 3 “
$21\frac{1}{4}$	“ 3 to 4 “
$106\frac{3}{4}$	“ 4 to 5 “
$3\frac{1}{4}$	“ 5 to 6 “

and the remainder—nearly a million—received upwards of 6 per cent. Here again the bulk of the capital is actually paid nearly the average rate.

Of the loans and debenture stock, amounting to 167 millions, the results are that—

101	millions received 3 to 4 per cent.
$62\frac{1}{4}$	“ 4 to 5 “
3	“ 5 to 6 “

leaving only about a million receiving either very high or very low rates.

The results as regards the guaranteed and preferential capital, and the loans and debenture stock, do not show any noticeable change as compared with previous years, the proportions at the different rates being about the same.

To throw further light on the question of the proportions of the different descriptions of capital receiving interest or dividend at different rates, we subjoin the following detailed comparison of the facts above stated :—

STATEMENT of the RATES of INTEREST and DIVIDEND paid on the under-mentioned ORDINARY, GUARANTEED, and PREFERENTIAL CAPITAL, and LOANS and DEBENTURE STOCKS, for the year 1876.

Rate of Interest or Dividend.	Ordinary.		Guaranteed.		Preferential.		Loans and Debenture Stock.	
	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.
Nil - - -	£ 38,892,510	14.8	£ 43,690	0.1	£ 9,095,388	6.1	£ 372,566	0.2
Not above 1 per cent. -	12,916,914	4.9	—	—	24,770	—	—	—
Above 1 & not over 2 per cent.	4,296,158	1.6	101,180	0.1	5,478,233	3.7	135,531	0.1
“ 2 “ 3 “ -	9,970,842	3.8	2,824,234	3.5	1,276,311	0.9	567,417	0.3
“ 3 “ 4 “ -	26,864,038	10.3	18,930,686	23.4	21,294,732	14.4	100,971,553	60.4
“ 4 “ 5 “ -	26,751,213	10.2	48,363,013	59.9	106,844,656	72.1	62,304,521	37.2
“ 5 “ 6 “ -	70,210,846	26.8	7,319,251	9.1	3,128,530	2.1	2,915,113	1.8
“ 6 “ 7 “ -	44,686,124	17.1	2,334,444	2.9	229,361	0.2	—	—
“ 7 “ 8 “ -	21,050,549	8.0	680,570	0.8	297,500	0.2	31,200	—
“ 8 “ 9 “ -	537,918	0.3	—	—	64,000	—	—	—
“ 9 “ 10 “ -	885,326	0.3	184,603	0.2	229,840	0.2	—	—
“ 10 “ 12 “ -	4,916,445	1.9	2,000	—	165,000	0.1	—	—
“ 12 “ 13 “ -	30,000	0.0	—	—	—	—	—	—
Total -	262,008,883	100.0	80,779,671	100.0	148,128,321	100.0	167,297,901	100.0

From this it appears very clearly, we think, that while the bulk of the capital in each case receives about the average dividend, the average is lower in the more secured

capital, and is highest of all in the ordinary as regards the capital receiving dividend, but in the latter there is also a much larger proportion of capital either receiving no dividend or a very small one. The extremes are thus greatest in the latter case, although on the average the result is better than the average of the remaining capital.

### *Traffic, Working Expenses, and Revenue.*

The remaining tables annexed contain numerous details as to the traffic, working expenses, and revenue of the railway companies, of which we have already stated the broad results. The tables have been compiled for the convenience of those interested in the subject, and it would be out of place here to introduce any elaborate comment; but it may be useful to call attention to one or two of the more prominent points in these details.

The increase of receipts apparently is divided in pretty equal proportions between the passenger and goods traffic.

The receipts from passenger traffic amounted to 26,163,551*l.*, or 448,870*l.* more than in 1875.

The receipts from goods traffic amounted to 33,754,317*l.*, or 486,245*l.* more than in 1875.

The goods increase is rather the largest in amount, but the per-centage of increase is no greater, owing to the larger amount on which the increase has occurred. It appears, however, that these results have been obtained along with a larger proportionate increase of passenger-train mileage than of goods-train mileage.

The passenger-train mileage was 105,919,000 miles, or 5,188,000 miles (being 5 per cent.) more than in 1875.

The goods-train mileage was 106,139,000 miles, or 1,504,000 miles, (being 1½ per cent.) more than in 1875.

The receipts per train mile from passenger traffic have accordingly fallen from 60·06*d.* in 1875 to 58·63*d.* in 1876, while the receipts per train mile from goods traffic have increased from 75·32*d.* to 75·78*d.* The increase in the passenger traffic has thus, in all probability, not been beneficial in the way of an increase of *net* earnings to the railway companies, the increase of 5 per cent. in the working being far more than double the per-centage increase of passenger receipts. The increase in goods traffic would, on the other hand, be profitable, being accompanied by a comparatively small increase in the working. No doubt the increase of working expenses as above mentioned has been very small in amount, and has certainly not been in proportion to the increase of train mileage; but the smallness of the increase must be due to the diminution of the cost of working from other causes, but for which the additional train mileage would, no doubt, have added in some degree to the cost of working.

An analysis of the increase of passenger traffic would seem to account for the addition to the working which has been necessary. It is almost exclusively an increase of third-class traffic, the receipts from both first and second class passengers, though not from other sources, having declined.

The receipts from first-class in 1876 were 4,566,271*l.*; 1875, 4,725,506*l.*; decrease, 159,235*l.*

The receipts from second-class in 1876 were 3,659,116*l.*; 1875, 3,842,592*l.*; decrease, 183,476*l.*

The receipts from third-class in 1876 were 13,615,961*l.*; 1875, 12,985,829*l.*; increase, 630,132*l.*

The receipts from season tickets in 1876 were 1,216,383*l.*; 1875, 1,151,248*l.*; increase, 65,135*l.*

The receipts from excess, luggage, &c. in 1876 were 3,102,590*l.*; 1875, 3,009,060; increase, 93,530*l.*

The pressure of the times, or other causes, has thus taken from the first and second class traffic, and added to the third-class traffic, for the accommodation of which traffic more trains than formerly have apparently been required. In any case, whatever may be the cause of the increase of passenger-train mileage, the magnitude of the increase cannot but have neutralised to the railway companies the increase of receipts from that traffic; and if that cause has not been the additional accommodation requisite for the great increase of third-class traffic, it would be for those interested to endeavour in some way to account for the increase.

It might have been possible to throw more light on this point, if the companies gave returns of the numbers of the different classes of passengers carried one mile; but, in the absence of such returns, the facts as to passenger journeys would seem to support the



inference that the increase of third-class traffic on railways has added greatly to the amount of the working:

First-class passenger journeys in 1876 were 44,859,066; in 1875 were 43,708,886; increase, 1,150,180.

Second-class passenger journeys in 1876 were 66,478,195; in 1875 were 70,525,171; decrease, 4,046,976.

Third-class passenger journeys in 1876 were 426,950,034; in 1875 were 392,741,177; increase, 34,208,857.

Thus the third-class passenger journeys have increased about 9 per cent. while first-class passenger journeys have increased very little, and second-class passenger journeys have largely decreased. Passenger journeys are, no doubt, a most incomplete test, but, taken in connection with all the circumstances, the facts concerning them appear to corroborate the probability of the great additional work thrown on the railway companies by the increase of their third-class traffic at the expense of the other classes. It is a curious circumstance that there is an increase of the first-class passenger journeys along with a decrease of the receipts. Possibly this may be partly due to a disproportionate increase of short journeys; but, so far as such an increase is not the occasion of the change, the falling-off in the receipts would be due to a lowering of fares. The special decrease of second-class passenger receipts and journeys is, perhaps, partly due to the continued effect of the abolition of second-class carriages on the Midland Railway system,—the decrease in the journeys being almost exclusively in England and Wales, and not in Scotland and Ireland. But this cannot certainly be affirmed, as the Midland change had been in operation all through 1875. In Scotland it may be noted, contrary to the experience of both England and Ireland, there has been in 1876 an increase of both first-class passenger receipts and journeys.

The pressure of the times has been referred to as a main cause of the falling-off in first and second class passenger receipts as compared with those from third-class passengers. In former periods of depression a similar phenomenon has been observed. It is evident, however, that, one year with another, third-class traffic increases faster in proportion than either first or second-class traffic. Comparing 1871 with 1876 we find that in that period—

First-class passenger receipts have increased from 4,148,108*l.* to 4,566,271*l.*, or 10 per cent.

Second-class passenger receipts have diminished from 5,167,535*l.* to 3,659,116*l.*, or 29 per cent.

Third-class passenger receipts have increased from 8,115,304*l.* to 13,615,961*l.*, or 68 per cent.

From a variety of causes, therefore, of which the Midland abolition of second-class carriages was only one, the third-class passenger traffic of railways grows out of all proportion to the others. Its rate of increase, 68 per cent. in five years, is nearly seven times the rate of increase of the first-class traffic, while the amount of the increase is overwhelmingly greater, as third-class traffic in 1871 was almost twice the amount of the first class traffic. The contrast with the large diminution of second-class traffic is still more striking. To put the matter another way, first and second-class traffic receipts together amounted in 1871 to 9,315,643*l.*, and in 1876 the amount was 8,225,387*l.*, showing a decrease in the aggregate of about 12 per cent. In the same period the third-class traffic, which was at the beginning 8,115,304*l.*, somewhat less than the first and second class traffic combined, is now 13,615,961*l.*, or 65 per cent. more than that combined traffic. The change in the passenger journeys between 1871 and 1876 is equally striking.

First-class passenger journeys have increased from 35,642,199 to 44,859,066, or 26 per cent.

Second-class passenger journeys have decreased from 81,021,940 to 66,478,195, or 18 per cent.

Third-class passenger journeys have increased from 258,556,615 to 426,950,034, or 65 per cent.

Here the rate of increase as regards first-class passengers is greater than the rate of increase of receipts, while the diminution as regards second-class is less than the diminution in the receipts. But it is again the third-class traffic which has increased overwhelmingly out of proportion to the others. The amount of the increase is in truth far more than the total of the other two classes either in 1871 or 1876; it is no less a figure than 168,393,419; and the whole number of first and second class passenger journeys was in 1871 only 116,664,139, and in 1876 only 111,337,261. The greater increase of journeys in the first-class and the smaller decrease in the second-class, as



compared with receipts, may again be noted as indicating either a lowering of fares or a disproportionate shortening of the average journeys.

Analysing the goods traffic in a similar manner, we find that the increase of 486,000*l.* is made up in the following manner:—

	£	£
The mineral traffic is -	13,520,213, or 114,930 and 0·9 per cent. more than in 1875.	
General merchandise -	18,985,090, or 354,610 and 1·9	„ „ „
Live stock -	1,230,948, or 26,400 and 2·2	„ „ „

Total, including receipts not classified }	33,754,317, or 486,245 and 1·4	„ „ „
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The increase is thus least of all in minerals, and greatest in general merchandise and live stock, the amount of the latter traffic being insignificant compared with that of the other two classes. These proportions in the rate of increase of mineral traffic as compared with general merchandise are contrasted with the experience of the previous year, in which there was an increase of nearly a million over 1874 in the receipts from mineral traffic, and of 255,000*l.* only in the receipts from general merchandise; and are also different from the experience of 1874, in which there was a slight diminution of the mineral traffic, coupled with a moderate increase of the general merchandise traffic. Taking a long period into account, however, viz. 1871 to 1876, the mineral traffic appears to increase somewhat more rapidly than the general merchandise traffic. In that period—

	£	£
The mineral traffic has increased from -	10,029,253 to 13,520,213, or 35 per cent.	
General merchandise traffic has increased from	15,418,171 to 18,985,090, or 23	„

Thus the increase in the mineral traffic in the five years has been 6½ per cent. per annum, and of general merchandise traffic about 4½ per cent. per annum.

If we compare the tonnage of minerals and general merchandise conveyed, we are led to pretty much the same conclusions as regards the period 1871 to 1876.

	Tons.	Tons.
The mineral tonnage has increased from -	102,222,464 to 123,044,583, or 20 per cent.	
General merchandise has increased from -	45,966,632 to 55,988,686, or 22	„

The greater rate of increase of receipts, as compared with the increase of tonnage, would seem to imply, so far as the average length of the carriage per ton is not increased, that there has not been any reduction of charges in the period. If, however, we compare 1876 with its predecessor only, we find that although the increase of mineral receipts is smaller than the increase of general merchandise receipts, the increase of tonnage is greater.

The mineral tonnage in 1876 was 123,044,583; in 1875 it was 117,771,566; increase, 5,273,017 tons, or 4½ per cent.

The general merchandise tonnage in 1876 was 55,988,686; in 1875 it was 55,780,709; increase, 207,977 tons, or 0·4 per cent.

It would seem then that mineral journeys must on the average have been greatly shortened last year along with a great increase in the quantities carried, or the charges, though still higher than they were in 1871, were reduced last year from what they had been a year or two previous. It is known that a change of this sort was, in fact, made on the northern railways, and the facts stated accord with the results of such a change. If mineral journeys have not been shortened, however, the circumstance that goods train mileage has not greatly increased becomes a little singular, as contrasted especially with the very great increase in passenger train mileage. It is not improbable that last year's total may consist of rather shorter journeys on the average, while the charges have been somewhat reduced; but to some extent we may also believe there has been an economy of train mileage; the same work may have been done with fewer trains. We need hardly say that we suggest no certain conclusion of our own on the facts, our object being simply to direct attention to the apparent contradictions in the bearing of the facts themselves, leaving it to those concerned and well acquainted with the subject to make their own inferences and explanations.

Coming to the working expenditure, we find that while the receipts per passenger train mile as above stated have fallen off last year 1·43*d.* (from 60·06*d.* to 58·63*d.*), and the receipts per goods train mile have increased 0·46*d.* (from 75·32*d.* to 75·78), the receipts per mile generally have fallen 0·90*d.* (from 67·56 to 66·66*d.*). This contrasts with a falling-off of 0·75*d.* in the expenditure per train mile (from 36·88*d.* to 36·13*d.*). In spite of some economy in the working, therefore, the net result per mile run to the railway companies was less in 1876 than in 1875, by the difference between 0·90*d.* and 0·75*d.*, or 0·15*d.* per train mile. In the aggregate the net earnings have increased,

but this was because a great many more miles were run, so that a less return per mile yields in the aggregate a rather larger sum.

Tables No. 11 and No. 11a show in detail for a series of years how the expenditure per train mile under the different heads of maintenance of way, locomotive power, general charges, &c., has varied. It will be observed that the greater part of the reduction of 0·75*d.* last year is under the head "locomotive power," the outlay on this item having fallen from 9·90*d.* to 9·40*d.*, or 0·50*d.* In most of the other items there is a fractional decline of some sort, the exceptions being general charges, rates, and taxes, compensation for damage to goods, and miscellaneous, in which there is a fractional increase. Altogether, it will be seen the expenditure per train mile in 1876, though lower than the high maximum of 1874, viz. 37·89*d.*, is still near the very high level which was reached in 1873. Since that year the rates have been:—

	<i>d.</i>
1873	36·57
1874	37·89
1875	36·88
1876	36·13

which are in strong contrast with the rates of 32·27*d.* in 1872, and 30·02*d.* in 1870. It is believed that a further economy in railway working is being effected in the current year, but the difference between the present level and that of 1870 is immense. Comparing 1870 with 1876, we find that the increase is mainly in the following items:—

	1870.	1876.	Increase in 1876.
	<i>d.</i>	<i>d.</i>	<i>d.</i>
Maintenance of way	5·89	7·46	1·57
Locomotive power	7·92	9·40	1·48
Traffic expenses	8·64	10·90	2·26
Other items	7·57	8·37	0·80
Total	30·02	36·13	6·11

It remains to be seen how far it will be possible to go back to the standard of 1870. There has been an increase of wages, which it will be difficult to reduce, but on the opposite side has to be reckoned the increasing efficiency of many of the appliances as the traffic grows up to them, and the benefit the companies may derive from the use of steel rails and other improvements, of which they should now be reaping the benefit.

To look at the expenditure another way, the proportion per cent. to traffic receipts, though rather less than in 1875, was still very high, viz. 54·2 per cent. For the last four years the proportions have been,—1873, 54 per cent.; 1874, 55·6 per cent.; 1875, 54·6 per cent.; and 1876, 54·2 per cent.; all as compared with a proportion of only 48·8 per cent. in 1870. The difference of a penny per train mile, it may be remarked, amounts to about a million sterling, and of 1 per cent. in the proportion of expenditure to receipts to about 600,000*l.*, so that there would be an enormous addition to the net earnings of the companies if they could get back to anything like the level of 1870.

While the facts are what we state for the whole railways of the United Kingdom, the greatest differences are observable between particular companies. (See tables 12 and 13). Among the lines there selected for comparison the receipts per passenger-train mile range between 61·80*d.* on the London and South-Western Railway, and 52·85*d.* on the Caledonian; and the receipts per goods-train mile range from 100·67 on the London, Brighton, and South Coast to 66·39*d.* on the Great Western. The working expenses again range between 42·55*d.* per train mile on the Lancashire and Yorkshire and 31·35*d.* on the Caledonian, while the proportion of expenditure to receipts ranges between 57 per cent. on the Lancashire and Yorkshire and 51 per cent. on the Caledonian. The details and the causes of such differences would, no doubt, be well deserving of inquiry. It is possible that the differences in the rates per train mile are produced to some extent by the different methods of reckoning the train mileage followed by different companies, although the Board of Trade endeavours to obtain uniformity in the statistics on this point, but there must clearly be many differences as well in the conditions of working and the ability of the administrations, to which the attention of railway capitalists should be directed. It has to be noticed besides that not only are the rates so different for different companies, but there are great differences in the extent of the changes in the recent years. Thus, the Lancashire and Yorkshire Company shows an increase of train mile expenditure from 30·65*d.* in 1870 to 42·55*d.* in 1876, while the increase in the case of the London and North-Western is from 30·94*d.* to 36·93*d.* At the same time, the London and South-Western, which had a much higher rate in 1870, viz. 34·29*d.*, has only risen to 36·29*d.*,



while the London and Brighton has actually fallen from 34·84*d.* in 1870 to 33·09*d.* in 1876. Then we have such a fact as the Midland increasing from the unusually low rate of 24·44*d.* in 1870 to 33·90*d.* in 1876. The different companies thus differ from each other in the most curious manner in their progression. It would be invidious to dwell on these differences and contrasts, and our object will be accomplished if we call a little more attention to them on the part of the companies and the public.

Before leaving this topic of traffic and working expenses, we may call attention to Table 6, showing the rate of increase of traffic in each year since 1858. From this it appears that, with the exception of 1868, for which the returns are incomplete, the rate of increase was lower last year than it has been in the whole of the above period. The rate is 1·59 per cent., the lowest previously recorded being 1·97 per cent. in 1862. The average rate of increase of the last three years has also been much under the average of the whole period. The rates of increase in these three years have been 2·20, 3·66, and 1·59 per cent., the mean being 2·82 per cent.; whereas the average increase of each year over the preceding one since 1858 has been 5·26 per cent.

#### *Rolling Stock.*

Table No. 14 gives the usual comparison of the number of locomotives and vehicles of different kinds on the railways of the United Kingdom, and their proportions to the mileage open. There is a slight increase on every head of this account in 1876 as compared with 1875. The number of locomotives is 12,994, or 0·77 per open mile as compared with 0·75 in 1875. The number of carriages used for the conveyance of passengers only is 27,191, or 1·61 per open mile compared with 1·57; other vehicles attached to passenger trains 10,485, or 0·62 per mile compared with 0·61; waggons of all kinds for minerals, live stock, and general merchandise 356,121, or 21·11 per mile compared with 20·85; and all other carriages and waggons not previously included 10,730, or 0·64 per mile compared with 0·61; the total of vehicles, excluding locomotives, being 404,527, or 23·98 per mile compared with 23·64. This increase of rolling stock is, of course, one cause of the increased capital expenditure per mile of line open, to which reference was made in the early part of this Report.

#### *Summary.*

It will be convenient to bring together in a short table the principal facts as to last year compared with the previous one to which reference has been made. We obtain the following comparison:—

	1876.	1875.	Increase in 1876.		Decrease in 1876.	
			Amount.	Per cent.	Amount.	Per cent.
Mileage	16,872	16,658	214	1·3	—	—
Double or more mileage	9,169	8,898	271	3·0	—	—
	£	£	£			
Capital	658,214,776	630,223,494	27,991,282	4·4	—	—
Capital per mile open	39,012	37,833	1,179	3·1	—	—
Ordinary capital	262,008,883	254,600,732	7,408,151	2·9	—	—
Traffic:—						
Passenger	26,163,551	25,714,681	448,870	1·7	—	—
Goods	33,754,317	33,268,072	486,245	1·5	—	—
Miscellaneous	2,297,907	2,254,247	43,660	1·9	—	—
Total	62,215,775	61,237,000	978,775	1·6	—	—
Working Expenditure	33,535,509	33,220,728	314,781	0·9	—	—
Net earnings	28,680,266	28,016,272	663,994	2·4	—	—
	<i>d.</i>	<i>d.</i>			<i>d.</i>	
Receipts per train mile from passenger and goods traffic	66·66	67·56	—	—	0·90	1·3
Expenditure per train mile, exclusive of harbour, &c. expenses	36·13	36·88	—	—	0·75	2·1
Net earnings per train mile	30·53	30·68	—	—	0·15	0·5
					£	
Per-centage of net earnings on capital	4·36	4·45	—	—	0·09	2·0
Dividend paid on ordinary capital	4·52*	4·72*	—	—	0·20	4·2

\* These per-centages as noticed above are calculated on amounts a little in excess of the true totals.



The final result of railway working in 1876 as shown in these figures may be stated in a very few words. The extent of the system has been increased very little during the year, only 1·3 per cent., but the double mileage has increased 3 per cent., showing the conversion of single into double miles. The capital at the same time has increased 4·4 per cent., but part of the increase is in nominal capital only; and the capital per mile open has increased 3·1 per cent. The ordinary capital, however, has increased more slowly than the total capital, or only 2·9 per cent. At the same time, the traffic has increased 1·6 per cent., or rather less than the rate of increase of capital; but the working expenditure has increased more slowly still, or only 0·9 per cent.; so that the increase of net earnings is 2·4 per cent., more nearly approaching the rate of increase of capital. The receipts, expenditure, and net earnings per train mile have all decreased slightly. The result is (1) a slight diminution of the per-centage of net earnings on the whole capital, viz., from 4·45 to 4·36 per cent., a reduction which would be still less in reality to those concerned, allowing for the increase in nominal capital only as distinguished from an increase of actual capital outlay; and (2) a rather larger but still not a large diminution of the dividend paid on the ordinary capital, viz. from 4·72 to 4·52 per cent., a diminution which would also be less if allowance were made for the infusion of merely nominal capital. These are the results in a year in which the increase of traffic has been at a lower rate than at any time since 1858, the average rate having been in that period 5·26 per cent., while last year it was only 1·59 per cent. They are also the results at a time when the rate of working expenses is at a high level compared with the whole period prior to 1872. The result to railway capitalists in the circumstances cannot be deemed unfavourable on the average, though the average is, no doubt, composed in part of some unfavourable extremes. As regards the public use of railways, the facts stated as to the increase of third-class traffic, as well as of minerals and goods conveyed, would appear to show that that use has been increased in 1876 in a greater degree than the return to the owners of the railway system.

#### COLONIAL RAILWAYS.

In the last Report of Capt. (now Sir Henry) Tyler, a very full summary was given of returns relating to the railways in the Colonial and other British Possessions abroad; these returns were received from the various Colonial Governments through the Colonial Office.

The information since forwarded to the Board of Trade is not sufficient to enable us to make any addition of importance to the particulars published in that Report.

We have the honour to be,

Sir,

Your most obedient servants,

HENRY G. CALCRAFT.

R. GIFFEN.

Board of Trade,  
10th August 1877.

## APPENDIX.

NOTE.—The Receipts from Miscellaneous Sources, and the Expenditure for Steamboats, Canals, Harbours, and Docks, are not included in any of the following Tables.

NO. 1.—LENGTH OF RAILWAYS open for Traffic on 31st December in each of the Years 1858, 1872, 1873, 1874, 1875, and 1876.

	1858.	1872.	1873.	1874.	1875.	1876.
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
IN ENGLAND AND WALES -	7,001	11,136	11,369	11,622	11,789	11,989
„ SCOTLAND - -	1,353	2,587	2,612	2,700	2,721	2,726
„ IRELAND - - -	1,188	2,091	2,101	2,127	2,148	2,157
„ UNITED KINGDOM -	9,542	15,814	16,082	16,449	16,658	16,872

NO. 2.—AMOUNT of ORDINARY, GUARANTEED and PREFERENTIAL, and LOAN CAPITAL, and PROPORTION PER CENT. of each to the TOTAL CAPITAL of RAILWAY COMPANIES in the UNITED KINGDOM on 31st December in each of the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876.

Year.	Ordinary.		Guaranteed and Preferential.		Loans and Debenture Stock.		Total.	
	Amount.	Proportion to Total Capital.	Amount.	Proportion to Total Capital.	Amount.	Proportion to Total Capital.	Amount.	Proportion to Total Capital.
	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.
1858 - -	181,837,781	56	61,854,547	19	81,683,179	25	325,375,507	100
1870 - -	229,282,150	43	158,692,084	30	141,934,439	27	529,908,673	100
1872 - -	239,039,089	42	177,764,674	31	152,243,583	27	569,047,346	100
1873 - -	244,449,805	42	188,127,069	32	155,743,434	26	588,320,308	100
1874 - -	248,528,241	41	200,930,629	33	160,437,061	26	609,895,931	100
1875 - -	254,600,732	40	212,193,324	34	163,429,438	26	630,223,494	100
1876 - -	262,008,883	40	228,907,992	35	167,297,901	25	658,214,776	100

NO. 3.—AMOUNT and AVERAGE RATE of DIVIDEND on each DESCRIPTION OF CAPITAL in the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876.

Year.	Ordinary Capital.		Guaranteed and Preferential Capital.		Loans and Debenture Stock.		Total.	
	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.
	£		£		£		£	
1858 -	Cannot be given.		2,993,760	4·84	3,659,406	4·48	Cannot be given.	
1870 -			7,220,100	4·54	6,258,700	4·41		
1872 -			7,988,610	4·49	6,508,697	4·28		
1873 -	12,199,274	4·99	8,429,611	4·48	6,676,555	4·29	27,305,440	4·64
1874 -	11,170,367	4·49	9,074,891	4·52	6,870,370	4·28	27,115,628	4·45
1875 -	12,018,009	4·72	9,634,276	4·54	6,957,716	4·26	28,610,001	4·54
1876 -	11,839,853	4·52	10,259,719	4·48	7,124,511	4·26	29,224,083	4·44

NOTE.—The amounts in the above table are slightly in excess of the true totals, as some companies have invested a small portion of their capital in the stocks and shares of other companies.

## No. 4.—PROPORTION OF CAPITAL IN RELATION TO RATES OR ABSENCE OF INTEREST.

Ordinary Capital.				Guaranteed Capital.		Preference Capital.		Loans.		Debenture Stock.	
Rates of Dividend.	Amount at each Rate.	Rates of Dividend.	Amount at each Rate.	Rates of Dividend.	Amount at each Rate.	Rates of Dividend.	Amount at each Rate.	Rates of Interest.	Amount at each Rate.	Rates of Interest.	Amount at each Rate.
Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£	Per cent.	£
*Nil.	*3,217,166		(continued.)	*Nil.	*43,690	*Nil.	*153,226	Nil.	8,000	Nil.	364,566
Nil.	35,675,344	$4\frac{5}{16}$	622,000	2	101,180	Nil.	8,942,162	2	5,000	$1\frac{3}{4}$	46,915
$\frac{5}{16}$	42,850	$4\frac{3}{8}$	75,000	$2\frac{1}{2}$	2,110,000	1	24,770	3	5,562	2	83,616
$\frac{9}{16}$	127,700	$4\frac{1}{2}$	144,495	3	714,234	$1\frac{1}{2}$	97,090	$3\frac{1}{2}$	807,996	$2\frac{1}{2}$	28,600
$\frac{1}{2}$	2,492,485	$4\frac{1}{2}$	3,630,539	$3\frac{1}{4}$	366,698	$1\frac{1}{2}$	5,035,833	$3\frac{3}{4}$	796,505	$2\frac{3}{4}$	427,807
$\frac{2}{3}$	18,360	$4\frac{3}{4}$	343,800	$3\frac{1}{2}$	87,750	2	345,310	$3\frac{7}{8}$	500	3	105,448
$\frac{5}{8}$	64,431	5	11,851,939	4	18,476,238	$2\frac{1}{2}$	165,536	4	21,134,965	$3\frac{1}{2}$	167,735
$\frac{3}{4}$	10,116,088	$5\frac{1}{8}$	255,100	$4\frac{1}{4}$	299,700	$2\frac{1}{2}$	20,000	$4\frac{1}{4}$	3,512,094	4	78,063,852
1	55,000	$5\frac{1}{2}$	2,232,470	$4\frac{1}{2}$	9,269,239	$2\frac{1}{2}$	315,400	$4\frac{3}{8}$	80,397	$4\frac{1}{4}$	6,757,099
$1\frac{1}{4}$	50,000	$5\frac{3}{8}$	18,800,388	$4\frac{3}{4}$	599,506	3	775,375	$4\frac{1}{2}$	2,465,479	$4\frac{3}{8}$	10,000
$1\frac{3}{4}$	70,600	$5\frac{1}{2}$	8,144,670	$4\frac{3}{4}$	45,700	$3\frac{1}{2}$	1,530,210	$4\frac{3}{4}$	48,126	$4\frac{1}{2}$	25,681,485
$1\frac{7}{10}$	58,430	$5\frac{3}{8}$	12,182,843	$4\frac{2}{3}$	38,148,868	$3\frac{3}{4}$	100,000	5	3,463,841	$4\frac{3}{4}$	30
$1\frac{1}{2}$	189,123	$5\frac{1}{2}$	4,654,632	$5\frac{1}{8}$	800,000	4	19,664,522	$5\frac{1}{4}$	500	5	20,285,970
$1\frac{9}{16}$	36,000	$5\frac{7}{8}$	14,116,594	$5\frac{2}{3}$	260,050	$4\frac{3}{8}$	45,000	$5\frac{1}{2}$	8,400	$5\frac{1}{4}$	5,650
$1\frac{1}{2}$	147,770	6	9,824,149	$5\frac{1}{4}$	70,000	$4\frac{1}{4}$	11,050	6	203,850	6	2,696,713
$1\frac{5}{8}$	30,830	$6\frac{1}{4}$	3,617,000	$5\frac{1}{2}$	914,884	$4\frac{1}{2}$	35,856,215	8	11,200	8	20,000
$1\frac{7}{8}$	3,282,909	$6\frac{1}{2}$	930,000	$5\frac{7}{8}$	90,780	5	70,932,891				
$1\frac{11}{16}$	111,650	$6\frac{5}{8}$	39,714,149	$5\frac{2}{3}$	60,000	$5\frac{1}{2}$	724,010	£	32,552,415	£	134,745,486
2	318,846	7	424,975	6	5,123,537	6	2,404,520				
$2\frac{1}{2}$	213,000	$7\frac{1}{4}$	55,000	$6\frac{1}{2}$	287,793	$6\frac{1}{2}$	58,109				
$2\frac{1}{4}$	5,347,800	$7\frac{3}{8}$	19,583,294	$6\frac{3}{4}$	79,644	7	171,252				
$2\frac{1}{2}$	1,002,175	$7\frac{1}{2}$	557,900	$6\frac{3}{4}$	1,141,333	8	297,500				
$2\frac{3}{8}$	1,567,497	$7\frac{5}{8}$	60,000	7	821,674	$8\frac{1}{2}$	64,000				
$2\frac{1}{2}$	861,540	$7\frac{10}{16}$	638,000	$7\frac{7}{8}$	240,000	10	229,840				
$2\frac{1}{2}$	120,000	8	156,355	8	440,570	12	165,000				
$2\frac{1}{2}$	168,830	$8\frac{1}{8}$	48,000	$9\frac{1}{8}$	116,228						
3	690,000	$8\frac{1}{4}$	64,918	$9\frac{2}{16}$	18,375	£	148,128,321				
$3\frac{1}{4}$	122,275	$8\frac{1}{2}$	200,000	10	50,000						
$3\frac{1}{16}$	636,643	9	225,000	$10\frac{1}{2}$	2,000						
$3\frac{3}{8}$	371,522	$9\frac{1}{2}$	371,000								
$3\frac{1}{2}$	585,466	10	514,326								
$3\frac{5}{8}$	650,650	$10\frac{1}{2}$	1,059,380								
$3\frac{3}{4}$	4,268,156	$11\frac{1}{8}$	2,420,300								
$3\frac{7}{8}$	110,000	$11\frac{1}{4}$	326,765								
4	20,119,326	12	1,110,000								
$4\frac{1}{16}$	1,014,000	$12\frac{1}{16}$	30,000								
$4\frac{1}{8}$	8,794,440										
$4\frac{1}{4}$	275,000	£	262,008,883								
(continued.)											
Average rate of Dividend on Ordinary Capital, 4·52 per cent.				Average rate of Dividend on Guaranteed and Preference Capital, 4·48 per cent.		Average rate of Dividend on Preference Capital, 4·33 per cent.		Average rate of Interest on Loans and Debenture Stock, 4·26 per cent.		Average rate of Interest on Debenture Stock, 4·28 per cent.	

The average rate of Dividend or Interest upon the whole, calculated upon the above amounts, and at the above rates as given in the Annual Return, was 4·44 per cent.

\* Capital of Companies whose lines were in course of construction.



No. 5.—TOTAL RAILWAY RECEIPTS and EXPENDITURE, and NET RECEIPTS from RAILWAY WORKING, and PER-CENTAGE PROPORTION of EXPENSES to RECEIPTS, and of NET RECEIPTS to TOTAL SHARE and LOAN CAPITAL, in each of the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876.

Year.	Total Traffic Receipts.	Total Railway Working Expenditure.		Net Receipts from Railway Working.		
		Amount.	Proportion per cent. to Total Traffic Receipts.	Amount.	Proportion per cent. to Total Share and Loan Capital.	
ENGLAND AND WALES.						
	£	£		£		
1858	- - - -	20,244,095	10,105,384	49·9	10,138,711	3·74
1870	- - - -	36,691,138	17,762,329	48·4	18,928,809	4·30
1872	- - - -	43,376,178	21,491,064	49·5	21,885,114	4·62
1873	- - - -	47,061,989	25,211,628	53·6	21,850,361	4·46
1874	- - - -	48,142,442	26,666,463	55·4	21,475,979	4·22
1875	- - - -	49,771,919	27,299,213	54·8	22,472,706	4·26
1876	- - - -	50,504,152	27,503,883	54·5	23,000,269	4·22
SCOTLAND.						
	£	£		£		
1858	- - - -	2,536,933	1,101,597	43·4	1,435,336	3·91
1870	- - - -	4,652,937	2,348,771	50·5	2,304,166	3·69
1872	- - - -	5,542,770	2,865,505	51·7	2,677,265	4·01
1873	- - - -	6,072,435	3,431,860	56·5	2,640,575	3·82
1874	- - - -	6,235,017	3,542,511	56·8	2,692,506	3·77
1875	- - - -	6,577,731	3,445,812	52·4	3,131,919	4·30
1876	- - - -	6,676,943	3,502,781	52·5	3,174,162	3·84
IRELAND.						
	£	£		£		
1858	- - - -	1,175,721	461,244	39·2	714,477	4·01
1870	- - - -	2,072,995	1,082,777	52·2	990,218	3·64
1872	- - - -	2,385,166	1,280,520	53·7	1,104,646	3·85
1873	- - - -	2,540,997	1,416,624	55·8	1,124,373	3·85
1874	- - - -	2,522,039	1,438,543	57·0	1,083,496	3·63
1875	- - - -	2,633,103	1,453,171	55·2	1,179,932	3·90
1876	- - - -	2,736,773	1,466,065	53·6	1,270,708	4·14
UNITED KINGDOM.						
	£	£		£		
1858	- - - -	23,956,749	11,668,225	48·7	12,288,524	3·78
1870	- - - -	43,417,070	21,193,877	48·8	22,223,193	4·19
1872	- - - -	51,304,114	25,637,089	50·0	25,667,025	4·52
1873	- - - -	55,675,421	30,060,112	54·0	25,615,309	4·35
1874	- - - -	56,899,498	31,647,517	55·6	25,251,981	4·14
1875	- - - -	58,982,753	32,198,196	54·6	26,784,557	4·25
1876	- - - -	59,917,868	32,472,729	54·2	27,445,139	4·17

No. 6.—AMOUNT of GROSS TRAFFIC RECEIPTS of RAILWAY COMPANIES in the UNITED KINGDOM in each Year from 1858 to 1876; showing also the AMOUNT of the INCREASE, and the RATE of INCREASE per cent. of each Year over the previous Year.

Year.	Gross Receipts from Traffic.	Annual Increase.	
		Amount.	Per cent.
	£	£	
1858 - - - -	23,956,749		
1859 - - - -	25,743,502	1,786,753	7·46
1860 - - - -	27,766,622	2,023,120	7·86
1861 - - - -	28,565,355	798,733	2·88
1862 - - - -	29,128,558	563,203	1·97
1863 - - - -	31,156,397	2,027,839	6·96
1864 - - - -	34,015,564	2,859,167	9·18
1865 - - - -	35,890,113	1,874,549	5·51
1866 - - - -	38,164,354	2,274,241	6·34
1867 - - - -	39,479,999	1,315,645	3·45
1868 - - - -	*	*	*
1869 - - - -	41,075,321	†1,595,322	†4·04
1870 - - - -	43,417,070	2,341,749	5·70
1871 - - - -	47,107,558	3,690,488	8·50
1872 - - - -	51,304,114	4,196,556	8·91
1873 - - - -	55,675,421	4,371,307	8·52
1874 - - - -	56,899,498	1,224,077	2·20
1875 - - - -	58,982,753	2,083,255	3·66
1876 - - - -	59,917,868	935,115	1·59

Average Increase of each Year over the preceding Year, 5·26 per cent.

Increase of 1876 over 1858, 35,961,119*l.*, or 150 per cent.

\* Cannot be given for this year, several companies having omitted to make the necessary Returns.

† Increase of 1869 over 1867.

## No. 7.—COMPARISON OF RECEIPTS.

I.—From PASSENGER TRAINS IN THE YEARS 1858, 1870, 1872, 1873, 1874, 1875, and 1876.

YEAR.				Receipts from Passenger Trains.							
				Receipts from Passengers.				Excess Luggage, Parcels, Carriages, Horses, Dogs, and Mails.	TOTAL.		
				1st Class.	2nd Class.	3rd Class and Parlia- mentary.	Holders of Season or Periodical Tickets.			TOTAL.	
ENGLAND AND WALES.											
1858	-	-	-	-	£ 2,582,163	£ 3,104,726	£ 2,905,439	£ 196,853	£ 8,789,181	£ 1,094,289	£ 9,883,470
1870	-	-	-	-	3,329,681	4,364,533	6,177,230	599,520	14,470,964	1,856,537	*16,332,174
1872	-	-	-	-	3,654,754	3,669,736	8,681,494	777,129	16,783,113	2,088,690	*18,876,764
1873	-	-	-	-	3,687,638	3,438,132	9,940,661	855,024	17,921,455	2,263,405	*20,187,185
1874	-	-	-	-	3,785,137	3,529,619	10,523,286	933,890	18,771,932	2,353,343	*21,128,179
1875	-	-	-	-	3,982,863	3,293,591	11,082,452	1,004,665	19,363,571	2,460,611	*21,824,628
1876	-	-	-	-	3,816,103	3,121,985	11,624,235	1,060,705	19,623,028	2,536,165	*22,162,423
SCOTLAND.											
1858	-	-	-	-	250,203	174,885	472,598	16,804	914,490	117,310	1,031,800
1870	-	-	-	-	363,349	268,189	861,932	59,203	1,552,673	227,979	1,780,652
1872	-	-	-	-	397,226	228,531	1,106,163	79,683	1,811,603	276,192	2,087,795
1873	-	-	-	-	414,478	240,371	1,222,106	87,024	1,963,979	297,627	2,261,606
1874	-	-	-	-	440,437	257,536	1,239,068	96,762	2,033,803	316,790	2,350,593
1875	-	-	-	-	466,980	239,710	1,311,324	104,854	2,122,868	337,938	2,460,806
1876	-	-	-	-	481,976	229,392	1,379,901	111,648	2,202,917	354,326	2,557,243
IRELAND.											
1858	-	-	-	-	170,472	247,766	238,155	16,182	672,575	110,059	782,634
1870	-	-	-	-	255,782	292,820	434,565	27,765	1,010,932	178,153	1,189,085
1872	-	-	-	-	267,205	299,934	531,104	35,572	1,133,815	188,713	*1,322,996
1873	-	-	-	-	271,158	306,215	587,821	36,919	1,202,113	202,988	1,405,101
1874	-	-	-	-	273,777	312,026	584,251	38,529	1,208,583	206,260	1,414,843
1875	-	-	-	-	275,663	309,291	592,053	41,729	1,218,736	210,511	1,429,247
1876	-	-	-	-	268,192	307,739	611,825	44,030	1,231,786	212,099	1,443,885
UNITED KINGDOM.											
1858	-	-	-	-	3,002,838	3,527,377	3,616,192	229,839	10,376,246	1,321,658	11,697,904
1870	-	-	-	-	3,948,812	4,925,542	7,473,727	686,488	17,034,569	2,262,669	*19,301,911
1872	-	-	-	-	4,319,185	4,198,201	10,318,761	892,384	19,728,531	2,553,595	*22,287,555
1873	-	-	-	-	4,373,274	3,984,718	11,750,588	978,967	21,087,547	2,764,020	*23,853,892
1874	-	-	-	-	4,499,351	4,099,181	12,346,605	1,069,181	22,014,318	2,876,393	*24,893,615
1875	-	-	-	-	4,725,506	3,842,592	12,985,829	1,151,248	22,705,175	3,009,060	*25,714,681
1876	-	-	-	-	4,566,271	3,659,116	13,615,961	1,216,383	23,057,731	3,102,590	*26,163,551

\* Including receipts not classified.

II.—From GOODS TRAINS, and PROPORTION of RECEIPTS from PASSENGER and GOODS TRAINS, in the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876.

YEAR.	Receipts from Goods, &c. Trains.				TOTAL from Passenger and Goods, &c. Trains.	Proportion of Receipts from Passenger and Goods Trains.	
	Minerals.	General Merchandise.	Live Stock.	TOTAL Goods, &c. Trains.		Passenger.	Goods, &c.

ENGLAND AND WALES.

	£	£	£	£	£	Per cent.	Per cent.
1858	3,335,122	6,637,585	387,918	10,360,625	20,244,095	49	51
1870	8,086,386	11,630,753	641,825	20,358,964	36,691,138	45	55
1872	9,680,225	14,073,714	744,489	*24,499,414	43,376,178	44	56
1873	10,845,889	15,227,890	801,025	26,874,804	47,061,989	43	57
1874	10,659,110	15,536,890	818,263	27,014,263	48,142,442	44	56
1875	11,376,709	15,755,700	814,882	27,947,291	49,771,919	44	56
1876	11,496,849	16,008,508	836,372	28,341,729	50,504,152	44	56

SCOTLAND.

	£	£	£	£	£	Per cent.	Per cent.
1858	692,893	765,403	46,837	1,505,133	2,536,933	41	59
1870	1,269,003	1,490,883	112,399	2,872,285	4,652,937	38	62
1872	1,482,065	1,808,937	140,254	*3,454,975	5,542,770	38	62
1873	1,693,740	1,947,435	146,103	*3,810,829	6,072,435	37	63
1874	1,730,706	1,975,374	155,020	*3,884,424	6,235,017	38	62
1875	1,951,484	1,963,391	174,289	*4,116,925	6,577,731	37	63
1876	1,948,395	1,980,201	173,038	*4,119,700	6,676,943	38	62

IRELAND.

	£	£	£	£	£	Per cent.	Per cent.
1858	18,046	308,398	66,643	393,087	1,175,721	66	34
1870	37,124	688,560	158,226	883,910	2,072,995	57	43
1872	63,867	805,179	193,124	1,062,170	2,385,166	56	44
1873	65,833	872,431	197,632	1,135,896	2,540,997	55	45
1874	60,440	863,658	183,098	1,107,196	2,522,039	56	44
1875	77,090	911,389	215,377	1,203,856	2,633,103	54	46
1876	74,969	996,381	221,538	1,292,888	2,736,773	53	47

UNITED KINGDOM.

	£	£	£	£	£	Per cent.	Per cent.
1858	4,046,061	7,711,386	501,398	12,258,845	23,956,749	49	51
1870	9,302,513	13,810,196	912,450	24,115,159	43,417,070	44	56
1872	11,226,157	16,687,830	1,077,867	*29,016,559	51,304,114	44	56
1873	12,605,462	18,047,756	1,144,760	*31,821,529	55,675,421	43	57
1874	12,450,256	18,375,922	1,156,381	*32,005,883	56,899,498	44	56
1875	13,405,283	18,630,480	1,204,548	*33,268,072	58,982,753	44	56
1876	13,520,213	18,985,090	1,230,948	*33,754,317	59,917,868	44	56

\* Including receipts not classified.



No. 8.—COMPARISON of RECEIPTS per Mile of Railway open from Passenger Trains, in the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876.

Year.	1st Class.	2nd Class.	3rd Class and Parlia- mentary.	Season Ticket Holders.	TOTAL.	Excess Luggage, Parcels, Carriages, Horses, and Dogs.	Mails.	TOTAL Receipts from Passenger Trains.
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## ENGLAND AND WALES.

	£	£	£	£	£	£	£	£
1858 - - -	375	451	422	28	1,276	112	46	1,434
1870 - - -	301	395	559	54	1,309	132	37	1,478
1872 - - -	328	320	779	69	1,507	149	38	1,694
1873 - - -	324	303	874	75	1,576	160	39	1,775
1874 - - -	326	304	905	81	1,616	164	38	1,818
1875 - - -	338	279	940	85	1,642	170	39	1,851
1876 - - -	318	260	970	89	1,637	173	38	1,848

## SCOTLAND.

1858 - - -	192	134	363	13	702	45	45	792
1870 - - -	144	106	342	23	615	59	32	706
1872 - - -	153	88	427	31	700	69	38	807
1873 - - -	159	92	468	33	752	75	39	866
1874 - - -	163	95	459	36	753	78	39	870
1875 - - -	172	88	482	38	780	83	41	904
1876 - - -	177	84	506	41	808	87	43	938

## IRELAND.

1858 - - -	151	219	211	14	595	40	57	692
1870 - - -	129	149	220	14	512	44	46	602
1872 - - -	127	148	254	17	542	45	45	632
1873 - - -	129	146	280	17	572	49	47	668
1874 - - -	129	147	274	18	568	48	49	665
1875 - - -	128	144	276	19	567	48	50	665
1876 - - -	124	143	284	20	571	48	50	669

## UNITED KINGDOM.

1858 - - -	322	379	386	25	1,112	94	47	1,253
1870 - - -	254	317	481	44	1,096	102	37	1,235
1872 - - -	273	265	652	66	1,254	122	39	1,409
1873 - - -	272	248	730	61	1,311	132	40	1,483
1874 - - -	273	249	751	65	1,338	135	40	1,513
1875 - - -	284	231	779	69	1,363	140	40	1,543
1876 - - -	271	217	807	72	1,367	143	41	1,551

No. 9.—COMPARISON of NUMBERS of PASSENGER-JOURNEYS, NUMBER of SEASON TICKET HOLDERS, and TONNAGE of GOODS and MINERALS conveyed, in the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876.

Year.	PASSENGERS.					Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.		
	1st Class.	2nd Class.	3rd Class and Parliamentary.	TOTAL.						
ENGLAND AND WALES.										
1858	-	-	-	15,162,796	36,199,373	64,568,572	115,940,741	26,216	Tons. 21,687,649	Tons. 38,298,709
1870	-	-	-	27,682,159	68,358,676	199,133,085	295,173,920	118,110	—	—
1872	-	-	-	32,015,513	64,963,939	275,470,771	372,450,223	217,838	88,038,840	41,363,265
1873	-	-	-	32,474,219	62,866,761	306,124,106	401,465,086	257,470	*23,071,086	44,987,591
1874	-	-	-	33,099,105	64,329,821	325,655,015	423,083,941	†438,523	*24,605,674	46,796,973
1875	-	-	-	37,136,435	63,036,442	350,859,764	451,032,641	†508,854	91,586,342	45,120,401
1876	-	-	-	38,302,841	58,949,892	383,686,658	480,939,391	†345,656	*24,215,257	46,347,375
									*26,517,376	
									100,412,568	
									*26,931,795	
SCOTLAND.										
1858	-	-	-	1,983,821	2,150,334	10,647,854	14,782,009	6,959	2,895,916	9,040,003
1870	-	-	-	3,124,350	3,372,238	20,550,276	27,046,864	23,462	—	—
1872	-	-	-	3,721,361	3,324,614	27,051,208	34,097,183	35,233	17,966,430	5,754,938
1873	-	-	-	3,952,419	3,499,983	30,060,394	37,512,796	37,707	*45,682	6,097,161
1874	-	-	-	4,261,473	3,769,485	30,189,934	38,220,892	36,786	18,417,411	6,078,329
1875	-	-	-	4,653,714	3,322,607	31,092,611	39,068,932	†67,666	21,431,072	6,308,622
1876	-	-	-	4,693,843	3,319,741	31,978,057	39,991,641	†26,481	22,019,974	6,733,166
IRELAND.										
1858	-	-	-	1,155,767	3,343,582	3,929,038	8,428,387	19,387	1,071,055	130,064
1870	-	-	-	1,710,355	4,044,052	8,570,206	14,324,613	14,831	—	—
1872	-	-	-	1,941,664	4,171,009	10,214,743	16,327,416	19,271	439,571	2,076,236
1873	-	-	-	1,884,116	3,960,684	10,497,506	16,342,306	19,402	*496,073	2,299,252
1874	-	-	-	1,914,181	4,163,657	10,457,740	16,535,578	18,648	*345,081	2,269,367
1875	-	-	-	1,918,737	4,166,122	10,788,802	16,873,661	†20,737	*352,957	2,675,114
1876	-	-	-	1,862,382	4,208,562	11,285,319	17,356,263	22,290	679,100	2,908,145
									612,041	
UNITED KINGDOM.										
1858	-	-	-	18,302,384	41,693,289	79,145,464	139,141,137	52,562	25,654,620	47,469,676
1870	-	-	-	32,516,864	75,774,966	228,253,567	336,545,397	156,403	—	—
1872	-	-	-	37,678,538	72,459,562	312,736,722	422,874,822	272,342	106,494,841	49,194,439
1873	-	-	-	38,310,754	70,327,428	346,682,006	455,320,188	314,579	*23,612,841	53,384,004
1874	-	-	-	39,274,759	72,262,963	366,302,689	477,840,411	†493,957	*24,950,755	53,468,097
1875	-	-	-	43,708,886	70,525,171	392,741,177	506,975,234	†597,257	*24,568,214	55,780,709
1876	-	-	-	44,859,066	66,478,195	426,950,034	538,287,295	†394,427	*26,517,376	55,988,686
									123,044,583	*26,931,795

N.B.—Several Companies omitted to return the tonnage of goods and minerals carried in 1870.

\* Not classified.

† Including workmen's weekly tickets.

‡ The apparent decrease in the numbers of Season Ticket holders in 1876 is due to a change in the method of counting them, a new method having been adopted for that year in order to ensure greater uniformity in the Returns.

No. 10.—COMPARISON of RECEIPTS from Passenger Trains and from Goods Trains, per Train-Mile and per Mile of Open Railway, and PROPORTION PER CENT. of EXPENDITURE to RECEIPTS of Railway Companies in ENGLAND and WALES, SCOTLAND, and IRELAND, in the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876.

Year.	Per Train Mile.				Per Open Mile of Railway.			
	England and Wales.	Scotland.	Ireland.	United Kingdom.	England and Wales.	Scotland.	Ireland.	United Kingdom.

## FROM PASSENGER TRAINS.

	d.	d.	d.	d.	£	£	£	£
1858 - -	60·08	57·30	†57·18	—	1,468	806	706	—
1870 - -	59·92	45·16	†49·04	†53·46	1,479	707	602	1,235
1872 - -	58·50	46·00	*52·42	*56·77	1,695	807	632	1,409
1873 - -	61·54	49·06	*53·28	*59·47	1,775	865	669	1,483
1874 - -	*62·08	*52·60	*55·00	*60·72	1,818	870	665	1,513
1875 - -	*61·05	*55·34	*52·91	*60·06	1,851	904	665	1,543
1876 - -	*59·29	*54·26	*56·36	*58·63	1,849	938	669	1,551

## FROM GOODS, &amp;c. TRAINS.

1858 - -	73·90	69·97	†79·50	—	1,538	1,179	354	—
1870 - -	70·73	57·42	†87·95	†70·20	1,843	1,140	447	1,551
1872 - -	74·51	60·86	*87·53	*72·95	2,200	1,335	508	1,835
1873 - -	78·09	63·45	*89·71	*76·09	2,364	1,459	540	1,979
1874 - -	*77·20	*65·35	*87·88	*75·84	2,324	1,439	521	1,946
1875 - -	*76·07	*66·89	*96·43	*75·32	2,371	1,513	560	1,997
1876 - -	*76·05	*67·81	*106·66	*75·78	2,364	1,511	599	2,000

## FROM PASSENGER, GOODS, &amp;c. TRAIN.

1858 - -	66·44	64·24	63·10	—	3,006	1,985	1,060	—
1870 - -	63·64	51·69	60·36	61·63	3,322	1,847	1,049	2,786
1872 - -	66·21	54·81	62·02	64·56	3,895	2,142	1,140	3,244
1873 - -	69·48	57·58	64·31	67·71	4,139	2,324	1,209	3,462
1874 - -	69·55	60·03	64·19	68·11	4,142	2,309	1,186	3,459
1875 - -	68·44	62·08	66·05	67·56	4,222	2,417	1,225	3,540
1876 - -	67·28	62·10	67·31	66·66	4,213	2,449	1,268	3,551

\* Exclusive of receipts on railways in cases where the traffic is conveyed by mixed trains.

† In many cases goods and passengers were taken by the same trains; the receipts, therefore, per train mile from goods and passenger trains on certain railways are necessarily to some extent inaccurate.



No. 11.—COMPARISON OF EXPENDITURE BY RAILWAY COMPANIES IN ENGLAND AND WALES, SCOTLAND, AND IRELAND, per Train Mile, and per Mile of Open Railway in the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876.

Year.	Per Train Mile.				Per Open Mile of Railway.			
	England and Wales.	Scotland.	Ireland.	United Kingdom.	England and Wales.	Scotland.	Ireland.	United Kingdom.

## MAINTENANCE OF WAY.

	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	£	£	£	£
1858 - -	5.48	4.21	4.22	—	248	129	72	—
1870 - -	5.73	5.98	8.51	5.89	300	216	147	260
1872 - -	6.03	5.65	9.07	6.13	355	221	167	308
1873 - -	7.11	6.48	9.65	7.15	424	261	181	366
1874 - -	7.70	7.79	10.49	7.85	459	300	194	398
1875 - -	7.35	7.35	10.45	7.49	454	286	194	393
1876 - -	7.29	7.41	10.64	7.46	456	292	200	397

## LOCOMOTIVE AND ROLLING STOCK.

	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	£	£	£	£
1858 - -	12.29	11.26	11.04	—	556	348	189	—
1870 - -	10.80	9.17	11.24	10.55	567	331	195	480
1872 - -	11.84	10.68	11.85	11.69	697	418	218	588
1873 - -	14.17	12.98	13.57	13.99	845	524	255	715
1874 - -	14.09	12.71	13.13	13.86	838	489	242	705
1875 - -	13.30	11.54	12.65	13.05	820	450	235	684
1876 - -	12.60	11.39	11.87	12.42	789	449	224	662

## TRAFFIC AND GENERAL CHARGES.

	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	£	£	£	£
1858 - -	9.29	7.21	6.62	—	421	222	113	—
1870 - -	10.35	8.03	9.20	9.99	543	288	159	452
1872 - -	11.27	8.92	9.34	10.88	663	349	171	547
1873 - -	12.04	9.65	9.87	11.62	717	389	186	594
1874 - -	12.67	10.25	10.02	12.24	754	394	185	622
1875 - -	12.79	10.46	10.23	12.39	789	407	190	649
1876 - -	12.75	10.47	10.57	12.38	799	413	199	660

## RATES, TAXES, AND GOVERNMENT DUTY.

	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	£	£	£	£
1858 - -	4.26	4.00	3.14	—	113	50	22	—
1870 - -	2.13	1.52	1.51	2.04	111	55	26	95
1872 - -	2.02	1.40	1.58	1.92	118	55	29	96
1873 - -	2.02	1.45	1.69	1.93	120	58	32	98
1874 - -	2.23	1.66	1.79	2.14	133	64	33	108
1875 - -	2.37	1.73	1.76	2.27	146	67	33	119
1876 - -	2.35	1.76	1.67	2.25	147	70	31	120

## MISCELLANEOUS.

	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	£	£	£	£
1858 - -	2.50	1.64	1.29	—	192	123	53	—
1870 - -	1.67	1.16	1.08	1.55	87	42	18	70
1872 - -	1.67	1.68	1.46	1.65	98	65	27	83
1873 - -	1.84	2.05	1.07	1.83	109	82	20	93
1874 - -	1.85	1.69	1.18	1.80	110	65	22	91
1875 - -	1.73	1.44	1.36	1.68	107	56	25	88
1876 - -	1.65	1.54	1.31	1.62	103	61	25	86

## TOTAL.

	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	£	£	£	£
1858 - -	33.82	28.32	26.31	—	1,532	875	451	—
1870 - -	30.68	25.86	31.54	30.02	1,608	932	548	1,357
1872 - -	32.83	28.33	33.30	32.27	1,931	1,108	612	1,622
1873 - -	37.18	32.61	35.85	36.57	2,215	1,314	674	1,866
1874 - -	38.52	34.10	36.61	37.89	2,294	1,312	676	1,924
1875 - -	37.54	32.52	36.45	36.88	2,316	1,266	677	1,933
1876 - -	36.64	32.57	36.06	36.13	2,294	1,285	679	1,925

No. 11a.—COMPARISON of each ITEM of EXPENDITURE per Train Mile, of the Railways in the UNITED KINGDOM, in each of the Years 1870, 1872, 1873, 1874, 1875, and 1876.

YEAR.	Main-tenance of Way.	Locomo-tive Power.	Rolling Stock.	Traffic Ex-penses.	General Charges.	Rates and Taxes.	*Govern-ment Duty.	Compensation.		Legal and Parlia-mentary Ex-penses.	Miscel-laneous.	TOTAL.
								For Personal Injury.	For Damage to Goods.			
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1870	5.89	7.92	2.63	8.64	1.35	1.32	0.74	0.45	0.17	0.35	0.58	30.02
1872	6.13	8.99	2.70	9.53	1.35	1.29	0.66	0.38	0.23	0.38	0.66	32.27
1873	7.15	11.09	2.90	10.25	1.37	1.31	0.65	0.44	0.28	0.48	0.63	36.57
1874	7.85	10.80	3.06	10.83	1.41	1.42	0.75	0.43	0.30	0.38	0.69	37.89
1875	7.49	9.90	3.15	10.94	1.45	1.41	0.90	0.44	0.32	0.34	0.58	36.88
1876	7.46	9.40	3.02	10.90	1.48	1.44	0.85	0.35	0.36	0.30	0.61	36.13

\* For Great Britain only. The railway passenger duty is not charged in Ireland.

No. 12.—COMPARISON of RECEIPTS per Train Mile, and Proportion per Cent. of EXPENDITURE to RECEIPTS, for the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876, of the following Railway Companies.

YEAR.	Cale-donian.	Great Eastern.	Great Northern.	Great Western.	Great Southern and Western.	Lan-cashire and Yorkshire.	London and North-Western.	London and South-Western.	London, Brighton, and South Coast.	Manches-ter, Shef-field, and Lincoln-shire.	Midland.	North-Eastern.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1858	62.34	63.46	53.64	68.78	71.37	54.28	65.88	68.27	79.82	36.81	50.96	57.17
1870	41.21	57.44	54.39	61.15	56.72	46.24	56.56	59.56	61.64	31.04	41.59	49.17
1872	43.48	58.60	57.09	63.69	59.94	51.01	58.63	60.97	61.79	52.61	51.34	52.48
1873	46.70	58.08	59.78	64.42	58.47	54.00	60.29	62.45	63.89	57.06	58.40	56.05
1874	52.43	59.77	59.32	65.88	56.02	55.79	61.01	64.14	65.11	59.57	59.08	58.52
1875	55.28	56.68	57.19	64.31	57.26	61.84	59.66	63.43	64.65	57.71	55.86	57.88
1876	52.85	55.97	53.36	62.81	58.83	59.77	57.77	61.80	60.99	57.72	53.89	55.13

FROM PASSENGER TRAINS.

	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1858	62.34	63.46	53.64	68.78	71.37	54.28	65.88	68.27	79.82	36.81	50.96	57.17
1870	41.21	57.44	54.39	61.15	56.72	46.24	56.56	59.56	61.64	31.04	41.59	49.17
1872	43.48	58.60	57.09	63.69	59.94	51.01	58.63	60.97	61.79	52.61	51.34	52.48
1873	46.70	58.08	59.78	64.42	58.47	54.00	60.29	62.45	63.89	57.06	58.40	56.05
1874	52.43	59.77	59.32	65.88	56.02	55.79	61.01	64.14	65.11	59.57	59.08	58.52
1875	55.28	56.68	57.19	64.31	57.26	61.84	59.66	63.43	64.65	57.71	55.86	57.88
1876	52.85	55.97	53.36	62.81	58.83	59.77	57.77	61.80	60.99	57.72	53.89	55.13

FROM GOODS, &c. TRAINS.

	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1858	61.39	72.56	58.63	69.91	78.44	95.37	88.56	58.15	105.55	71.33	70.37	50.24
1870	56.11	70.78	59.53	65.67	71.96	85.31	75.71	76.17	94.12	71.08	60.07	74.70
1872	64.72	75.31	62.00	64.46	80.78	88.98	73.98	77.72	91.18	71.30	70.70	76.47
1873	67.81	79.93	67.57	67.96	82.06	92.71	76.24	80.61	100.04	76.56	75.20	80.03
1874	69.10	81.65	68.87	67.69	86.63	87.57	77.33	76.79	96.45	83.84	69.62	78.91
1875	67.88	80.24	67.20	67.25	90.95	87.13	77.00	75.41	93.89	77.80	67.25	78.67
1876	67.91	82.97	67.87	66.39	92.07	90.10	76.93	74.02	100.67	78.00	67.99	78.83

FROM PASSENGER, GOODS, &c. TRAINS.

	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1858	61.74	67.43	56.29	69.16	73.55	73.24	77.43	65.45	85.53	53.10	61.67	52.71
1870	49.74	63.55	57.28	63.43	62.49	64.23	66.31	63.84	66.69	63.52	52.31	65.55
1872	55.55	65.89	59.71	64.11	68.00	69.36	66.67	65.46	66.83	64.71	63.55	67.31
1873	58.99	67.43	64.05	66.36	67.41	72.79	68.66	67.47	70.26	69.67	69.41	71.63
1874	62.56	68.97	64.38	66.85	66.94	71.53	69.58	67.69	70.57	75.41	65.99	71.78
1875	63.02	66.29	62.52	65.90	69.58	74.44	68.83	66.85	69.97	70.84	63.27	71.47
1876	61.88	66.62	60.82	64.69	71.66	74.83	67.77	65.37	67.77	70.57	62.71	70.36

PROPORTION OF EXPENDITURE TO RECEIPTS.

	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
1858	43	50	52	42	39	43	54	46	46	52	42	42
1870	50	50	49	47	51	48	47	54	52	46	47	46
1872	52	52	51	46	50	49	47	55	50	48	47	54
1873	55	57	55	49	56	56	52	58	52	54	52	53
1874	56	57	55	51	57	59	55	60	51	50	55	56
1875	51	58	55	51	55	58	55	55	49	52	54	54
1876	51	54	56	52	53	57	54	56	49	51	54	55

No. 13.—COMPARISON of EXPENDITURE per Train Mile for the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876, of the following Railway Companies.

Year.	Caledonian.	Great Eastern.	Great Northern.	Great Western.	Great Southern and Western.	Lancashire and Yorkshire.	London and North-Western.	London and South-Western.	London, Brighton, and South Coast.	Manchester, Sheffield, and Lincolnshire.	Midland.	North-Eastern.
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MAINTENANCE OF WAY.

	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
1858	3.49	5.89	5.19	6.27	4.30	4.72	5.18	5.57	5.63	3.32	4.19	3.09
1870	5.29	5.53	5.22	5.55	8.32	4.62	5.93	6.36	5.70	5.36	4.50	6.08
1872	5.01	5.32	5.77	5.49	9.28	4.55	5.97	6.53	4.65	5.44	6.08	7.44
1873	5.55	6.85	6.69	6.18	10.96	6.02	6.84	7.24	5.75	7.41	8.00	7.26
1874	6.96	7.44	7.11	7.15	11.33	6.96	8.05	8.07	5.48	7.18	7.30	8.43
1875	6.49	7.27	6.54	7.77	11.64	6.37	7.57	7.37	4.97	5.97	6.95	7.96
1876	6.27	6.88	6.31	8.63	12.27	6.04	7.45	7.07	4.76	5.63	6.61	8.22

LOCOMOTIVE AND ROLLING STOCK.

1858	10.89	11.37	11.27	8.62	13.35	9.62	13.86	10.06	13.70	10.82	11.61	11.16
1870	9.52	11.56	9.94	10.43	12.34	9.20	10.32	9.95	11.47	9.40	8.82	13.99
1872	12.05	13.12	11.13	10.76	12.38	11.21	10.24	10.62	13.11	10.76	10.35	16.79
1873	14.53	15.23	13.45	12.13	14.06	14.52	12.51	12.34	15.22	13.88	13.04	18.38
1874	14.36	14.98	12.45	11.87	13.86	13.89	12.78	12.13	14.36	12.60	13.21	18.41
1875	11.81	13.47	11.38	11.01	13.51	15.43	12.04	11.25	13.01	12.34	11.75	18.00
1876	11.33	12.73	10.89	10.59	12.76	15.46	11.38	11.22	12.00	11.20	11.69	17.29

TRAFFIC AND GENERAL CHARGES.

1858	6.24	9.63	7.69	3.94	7.02	11.62	15.73	9.31	12.17	9.26	6.33	4.37
1870	7.46	11.29	9.82	10.24	8.42	12.70	10.54	11.90	11.12	10.78	8.94	7.28
1872	8.57	12.39	11.08	9.89	8.58	15.36	11.46	11.56	10.47	11.02	11.22	9.44
1873	9.41	12.63	11.89	10.36	9.23	16.60	12.36	13.36	10.75	12.49	12.09	9.56
1874	10.34	12.86	12.51	10.99	8.96	17.72	13.04	13.69	10.62	13.54	12.64	10.30
1875	10.48	12.94	13.02	10.74	9.26	18.07	13.48	13.90	10.99	14.30	12.56	10.12
1876	10.34	13.27	12.97	10.41	9.55	16.89	13.58	13.83	11.01	14.70	12.71	10.99

RATES, TAXES, AND GOVERNMENT DUTY.

1858	4.74	2.81	1.98	3.10	2.27	2.32	2.51	3.74	6.07	1.24	1.67	2.31
1870	1.58	2.25	1.76	2.02	1.82	1.75	1.92	3.13	4.01	1.46	1.37	1.76
1872	1.37	2.29	1.69	1.71	2.19	1.56	1.70	3.03	3.84	1.30	1.44	1.86
1873	1.39	2.24	1.71	1.67	2.19	1.66	1.69	2.96	3.78	1.31	1.43	1.77
1874	1.52	2.43	1.90	2.08	2.33	2.02	1.95	2.95	3.76	1.72	1.65	1.91
1875	1.69	2.47	2.04	2.23	2.32	2.39	2.28	2.96	4.06	1.59	1.61	1.95
1876	1.82	2.43	2.02	2.26	2.30	2.53	2.23	2.88	3.86	1.68	1.71	1.93

MISCELLANEOUS.

1858	1.40	4.23	3.12	7.28	1.92	3.51	4.73	1.97	1.51	3.17	2.67	1.66
1870	1.28	1.14	1.18	1.65	1.07	2.38	2.23	2.95	2.54	2.33	0.81	0.76
1872	2.07	1.11	0.96	1.63	1.61	1.18	2.18	3.38	1.21	2.50	1.01	0.83
1873	1.74	1.37	1.40	1.88	0.99	1.66	2.40	3.41	1.27	2.70	1.38	0.99
1874	1.59	1.60	1.70	2.03	1.71	1.35	2.39	3.53	1.69	2.56	1.17	0.94
1875	1.38	1.98	1.15	2.08	1.27	1.08	2.53	1.49	1.45	2.32	1.06	0.79
1876	1.59	0.74	2.11	1.67	1.29	1.63	2.29	1.29	1.46	2.93	1.18	0.52

TOTAL.

1858	26.76	33.93	29.25	29.21	28.86	31.79	42.01	30.65	39.08	27.81	26.47	22.59
1870	25.13	31.77	27.92	29.89	31.98	30.65	30.94	34.29	34.84	29.33	24.44	29.87
1872	29.07	34.23	30.63	29.48	34.04	33.86	31.55	36.12	33.28	31.02	30.10	36.36
1873	32.62	38.32	35.14	32.22	37.43	40.46	35.80	39.31	36.77	37.79	35.94	37.96
1874	34.77	39.31	35.67	34.12	38.19	41.94	38.21	40.37	35.91	37.60	35.97	39.99
1875	31.85	38.13	34.13	33.83	38.00	43.34	37.90	36.97	34.48	36.52	33.93	38.82
1876	31.35	36.05	34.30	33.56	38.17	42.55	36.93	36.29	33.09	36.14	33.90	38.95



No. 14.—COMPARISON of the TOTAL NUMBER, and of the NUMBER PER MILE of OPEN RAILWAY, of LOCOMOTIVES, CARRIAGES, and other VEHICLES, in the Years 1858, 1870, 1872, 1873, 1874, 1875, and 1876.

Years.	Locomotives.		Carriages used for the Conveyance of Passengers only.		Other Vehicles attached to Passenger Trains.		Waggons of all Kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.		Any other Carriages or Waggons used on the Railway not included in the preceding Columns.		Total of Vehicles excluding Locomotives.	
ENGLAND AND WALES.												
	No.	No. per Mile.	No.	No. per Mile.	No.	No. per Mile.	No.	No. per Mile.	No.	No. per Mile.	No.	No. per Mile.
1858	4,427	·63	10,360	1·48	2,598	·37	133,312	19·04	-	-	146,270	20·89
1870	7,671	·69	16,480	1·49	6,719	·61	204,625	18·53	5,237	·47	232,061	21·10
1872	9,110	·82	19,496	1·75	7,102	·64	232,558	20·88	3,711	·33	262,867	23·60
1873	9,536	·84	20,421	1·80	7,590	·67	249,117	21·91	4,228	·37	281,356	24·75
1874	9,979	·86	21,148	1·82	8,034	·69	261,655	22·51	4,592	·40	295,429	25·42
1875	10,434	·89	21,838	1·85	8,418	·71	268,653	22·79	8,758	·74	307,667	26·09
1876	10,928	·91	22,757	1·90	8,741	·73	272,816	22·76	9,263	·77	313,577	26·16
SCOTLAND.												
1858	713	·53	1,724	1·27	310	·23	22,749	16·81	-	-	24,783	18·31
1870	1,241	·49	2,564	1·02	801	·32	43,701	17·35	475	·19	47,541	18·87
1872	1,325	·51	2,952	1·14	908	·35	59,749	23·10	956	·37	64,565	24·96
1873	1,380	·53	3,072	1·18	973	·37	65,350	25·02	991	·38	70,386	26·95
1874	1,430	·53	3,123	1·16	1,083	·40	67,731	25·08	1,053	·39	72,990	27·03
1875	1,468	·54	3,161	1·16	1,122	·41	68,959	25·34	1,076	·40	74,318	27·31
1876	1,508	·55	3,211	1·18	1,160	·43	72,916	26·74	1,130	·41	78,417	28·76
IRELAND.												
1858	305	·26	858	·72	207	·17	3,689	3·11	-	-	4,754	4·00
1870	467	·23	1,077	·54	519	·26	7,544	3·83	252	·13	9,392	4·76
1872	498	·24	1,121	·54	513	·25	8,516	4·07	317	·15	10,467	5·01
1873	519	·24	1,141	·54	565	·27	9,234	4·39	103	·05	11,043	5·25
1874	526	·25	1,170	·55	569	·27	9,449	4·44	292	·14	11,480	5·40
1875	537	·25	1,205	·56	605	·28	9,699	4·52	305	·14	11,814	5·50
1876	558	·26	1,223	·57	584	·27	10,389	4·82	337	·15	12,533	5·81
UNITED KINGDOM.												
1858	5,445	·57	12,942	1·35	3,115	·33	159,750	16·74	-	-	175,807	18·42
1870	9,379	·60	20,121	1·29	8,039	·51	255,870	16·47	5,964	·38	289,994	18·65
1872	10,933	·69	23,569	1·49	8,523	·54	300,823	19·02	4,984	·32	337,899	21·37
1873	11,435	·71	24,634	1·53	9,123	·57	323,701	20·13	5,322	·33	362,785	22·56
1874	11,935	·73	25,441	1·55	9,686	·59	338,835	20·60	5,937	·36	379,899	23·10
1875	12,439	·75	26,204	1·57	10,145	·61	347,311	20·85	10,139	·61	393,799	23·64
1876	12,994	·77	27,191	1·61	10,485	·62	356,121	21·11	10,730	·64	404,527	23·98

NOTE.—The numbers in above table refer only to the carriages, waggons, &c. belonging to or hired by the railway companies.

81

RAILWAY RETURNS

FOR

ENGLAND AND WALES,

SCOTLAND,

AND

IRELAND.

For the Year 1876.

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*Pursuant to the Act 34 & 35 Vict. cap. 78.*

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WITH SUMMARY TABLES FOR UNITED KINGDOM  
For each Year from 1854 to 1876, &c.

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Presented to both Houses of Parliament by Command of Her Majesty.

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LONDON:  
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,  
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FOR HER MAJESTY'S STATIONERY OFFICE.

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1877.

[C.—1793.] Price 1s. 4d.





# CONTENTS.

	Page.
<b>SUMMARY TABLES :</b>	
FOR UNITED KINGDOM, in each year from 1854 to 1876	iv
FOR ENGLAND and WALES, SCOTLAND, and IRELAND, for the years 1872 to 1876 :	
No. 1. Amount of Ordinary, Guaranteed, and Preferential Capital, classed according to the Rate per Cent. of Dividend Paid :—In England and Wales	vi
No. 2.                   "                   "                   In Scotland	viii
No. 3.                   "                   "                   In Ireland	x
No. 4.                   "                   "                   In the United Kingdom	xii
No. 5. Amount of Loans and Debenture Stock, classed according to the Rate per Cent. of Interest Paid :—	
In England and Wales	xiv
No. 6.                   "                   "                   In Scotland	xiv
No. 7.                   "                   "                   In Ireland	xvi
No. 8.                   "                   "                   In the United Kingdom	xvi
FOR ENGLAND and WALES, SCOTLAND, and IRELAND, for 1876 :	
No. 1. Capital	xviii
No. 2. Traffic and Receipts	xviii
No. 3. Working Expenditure, Net Receipts, and Rolling Stock	xviii

## GENERAL RETURNS FOR EACH RAILWAY COMPANY FOR 1876 :

No. 1.	{	AMOUNT OF AUTHORISED and PAID UP CAPITAL :	
		In England and Wales	2
		In Scotland	36
		In Ireland	44
No. 2.	{	NUMBER OF PASSENGERS, and QUANTITY OF GOODS Conveyed, and RECEIPTS therefrom :	
		In England and Wales	54
		In Scotland	66
		In Ireland	68
No. 2a.	{	NUMBER of MILES of SINGLE, DOUBLE, TREBLE, and QUADRUPLE or more LINES of RAILS :	
		In England and Wales (for Principal Companies)	64
No. 3.	{	AMOUNT OF WORKING EXPENDITURE, and of NET RECEIPTS, and NUMBER OF EACH KIND OF ROLLING STOCK :	
		In England and Wales	74
		In Scotland	86
		In Ireland	88
Appendix A.	{	STATEMENT OF THE RECEIPTS FROM EACH CLASS OF SEASON AND PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS with THIRD CLASS :	
		In England and Wales	94
		In Scotland	97
		In Ireland	98
Appendix B.	{	STATEMENT OF THE LENGTH OF RAILWAYS UNDER CONSTRUCTION BUT NOT OPEN FOR TRAFFIC ON 31ST DECEMBER 1876 :	
		In England and Wales	99
		In Scotland	102
		In Ireland	102

STATISTICAL AND COMMERCIAL DEPARTMENT, BOARD OF TRADE,  
Whitehall, June 1877.

R. GIFFEN.

*Note.*—In order to exhibit the Traffic of Season Ticket Passengers on a uniform Plan, the Companies were requested this Year to divide the Number of Tickets issued for shorter periods than a Year by the number of such periods in a Year, and to return the result arrived at as the equivalent number of Annual Season Tickets issued. In the case of Companies which have adopted this suggestion the Numbers given are distinguished in the Return by a Note,

## SUMMARY TABLE for UNITED

LENGTH of LINES, CAPITAL, PASSENGERS CONVEYED,

YEAR.	LENGTH OF LINE OPEN FOR TRAFFIC AT THE END OF EACH YEAR.			CAPITAL AUTHORISED.			CAPITAL PAID UP.						
	Double or more.	Single.	TOTAL.	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.	Guaranteed.	Pre-ferential.	Loans.	Debenture Stock.	TOTAL.	Per Mile of Line open.
	Miles.	Miles.	Miles.	£	£	£	£	£	£	£	£	£	£
1854	6,103	1,950	8,053	276,000,577	92,383,731	368,384,308	166,030,806	49,377,952		70,660,036	Cannot be given for these years.	286,068,794	35,523
1855	6,153	2,182	8,335	280,628,621	94,343,345	374,971,966	169,605,442	52,818,026		75,161,241		297,584,709	35,703
1856	6,266	2,444	8,710	282,890,751	94,877,156	377,767,907	173,446,109	56,789,558		77,359,419		307,595,086	35,315
1857	6,357	2,682	9,039	288,013,644	99,038,090	387,051,734	178,024,394	58,126,627		78,406,237		315,157,258	34,866
1858	—	—	9,542	292,248,276	100,434,479	392,682,755	181,837,781	61,854,547		81,683,179		325,375,507	34,099
1859	—	—	10,002	285,434,181	98,282,170	383,716,351	184,560,019	63,555,179		80,628,116	5,619,614	334,362,928	33,430
1860	6,690	3,743	10,433	298,685,142	100,729,685	399,414,827	190,790,867	67,873,840		81,888,546	7,576,874	348,130,127	33,368
1861	6,893	3,972	10,865	322,369,654	107,503,292	429,872,946	193,591,991	73,784,336		87,144,443	7,806,568	362,327,338	33,340
1862	7,009	4,542	11,551	338,777,276	111,819,462	450,596,738	197,077,589	87,792,380		89,683,373	10,665,096	385,218,438	33,340
1863	7,270	5,052	12,322	355,700,795	119,298,750	474,999,545	204,597,237	97,496,201		89,641,525	12,480,729	404,215,802	32,804
1864	7,402	5,387	12,789	390,413,187	130,109,197	520,522,384	214,947,054	104,647,626		93,075,392	13,049,541	425,719,613	33,288
1865	7,503	5,796	13,299	432,889,245	143,402,418	576,291,663	219,598,196	124,268,475		97,821,097	13,795,375	455,478,143	34,275
1866	7,711	6,143	13,854	466,151,633	154,412,773	620,564,406	228,245,629	134,455,098		105,065,863	14,105,594	481,872,184	34,782
1867	7,844	6,403	14,247	481,447,440	161,405,968	642,853,408	233,023,854	143,209,387		110,392,559	15,637,117	502,262,887	35,254
1868	—	—	14,628	455,895,068	159,550,550	*615,445,618	224,133,427	£ 28,891,356	£ 124,940,707	108,428,865	25,286,500	511,680,855	34,970
1869	—	—	†15,145	449,087,573	160,180,080	609,267,653	226,788,133	25,203,671	130,553,989	101,729,398	34,504,570	518,779,761	34,254
1870	—	—	†15,537	437,963,372	158,215,010	596,178,382	229,282,150	36,188,320	122,503,764	90,713,779	51,220,660	529,908,673	34,106
1871	8,338	7,038	15,376	451,898,908	163,827,982	615,726,890	230,234,058	64,552,793	108,496,620	82,095,545	67,282,535	552,661,551	35,943
1872	8,512	7,302	15,814	472,419,873	172,169,480	644,589,353	239,039,089	63,004,313	114,760,361	66,224,217	85,981,511	†569,047,346	35,984
1873	8,687	7,395	16,082	497,922,723	178,763,863	676,686,586	244,449,805	66,187,541	121,939,528	55,888,314	99,855,120	588,320,308	36,574
1874	8,749	7,700	16,449	518,980,250	185,858,049	704,838,299	248,528,241	71,207,480	129,723,149	49,266,070	111,170,991	609,895,931	37,078
1875	8,898	7,760	16,658	529,900,023	187,875,675	717,775,698	254,600,732	77,912,315	134,281,009	40,420,754	123,008,684	630,223,494	37,833
1876	††9,169	7,703	16,872	549,095,705	192,706,822	741,802,527	262,008,883	80,779,671	148,128,321	32,552,415	134,745,486	658,214,776	39,012

\* The authorised capital of several companies, having merely a nominal existence, has been omitted in 1868 and subsequent years.

† Number of miles constructed.

‡ Including 37,855£ Capitalized Rentcharge.

§ Stock and Share Capital received.

†† See also Table No. 2a., p. 64.

## KINGDOM in each Year from 1854 to 1876.

## GROSS and NET RECEIPTS, and WORKING EXPENSES.

NUMBER of PASSENGERS conveyed exclusive of Season Ticket Holders.	GROSS RECEIPTS.										WORKING EXPENDITURE.		NET RECEIPTS.		YEAR.
	FROM PASSENGER TRAFFIC.††		FROM GOODS TRAFFIC.		TOTAL FROM TRAFFIC.			MISCELLANEOUS.		TOTAL from all Sources.	Total.	Pro- portion to Total Re- ceipts.	Total.	Pro- portion to Total paid up Capital.	
	Total.	Pro- portion to Total Re- ceipts.	Total.	Pro- portion to Total Re- ceipts.	Total.	Per Mile of Line open.	Per Train Mile.	Rents, Tolls, Navigation, Steam- boats, &c.	Pro- portion to Total Re- ceipts.						
No.	£	Per Cent.	£	Per Cent.	£	£	s. d.	£	Per Cent.	£	£	Per Cent.	£	Per Cent.	
111,180,165	10,244,954	50·68	9,970,770	49·32	20,215,724	2,510	5 6½	Cannot be given for these years.							1854
118,567,170	10,694,790	49·73	10,812,809	50·27	21,507,599	2,580	5 9½								1855
129,315,196	11,376,337	49·11	11,789,156	50·89	23,165,493	2,660	5 11½								1856
138,371,240	11,888,219	49·18	12,286,392	50·82	24,174,611	2,674	5 9½								1857
139,141,135	11,697,906	48·83	12,258,845	51·17	23,956,751	2,511	5 6								1858
149,757,294	12,537,493	48·70	13,206,009	51·30	25,743,502	2,574	5 6								1859
163,435,678	13,085,756	47·13	14,680,866	52·87	27,766,622	2,661	5 5				13,187,368	47	14,579,254	4·19	1860
173,721,139	13,326,475	46·65	15,238,880	53·35	28,565,355	2,629	5 5				13,843,337	48	14,722,018	4·06	1861
180,429,071	13,911,985	47·76	15,216,573	52·24	29,128,558	2,522	5 4½				14,268,409	49	14,860,149	3·86	1862
204,635,075	14,521,528	46·61	16,634,869	53·39	31,156,397	2,529	5 4				15,027,234	48	16,129,163	3·90	1863
229,272,165	15,684,040	46·11	18,331,524	53·89	34,015,564	2,660	5 3				16,000,308	47	18,015,256	4·23	1864
251,862,715	16,572,051	46·17	19,318,062	53·83	35,890,113	2,701	5 1½				17,149,073	48	18,741,040	4·11	1865
274,293,668	17,395,925	45·53	20,768,429	54·42	38,164,354	2,755	5 4				18,311,673	49	19,352,681	4·02	1866
287,688,113	17,935,634	45·43	21,544,365	54·57	39,479,999	2,771	5 3½				19,848,952	50	19,631,047	3·91	1867
		—		—		—	—		—			—		—	1868
312,759,053	18,811,504	44·06	22,268,817	52·15	41,075,321	2,712	5 2½	1,620,606	3·80	42,695,927	20,780,078	49	21,915,849	4·22	1869
336,545,397	19,301,911	42·82	24,115,159	53·50	43,417,070	2,794	5 1½	1,661,073	3·68	45,078,143	21,715,525	48	23,362,618	4·41	1870
375,220,754	20,622,580	42·18	26,484,978	54·17	47,107,558	3,064	5 3	1,785,222	3·65	48,892,780	23,152,860	47	25,739,920	4·66	1871
422,874,822	22,287,555	41·87	29,016,559	54·50	51,304,114	3,244	5 4½	1,931,396	3·63	53,235,510	26,277,640	49	26,957,870	4·74	1872
465,320,188	23,853,892	41·31	31,821,529	55·11	55,675,421	3,462	5 7½	2,066,579	3·58	57,742,000	30,752,348	53	26,989,152	4·59	1873
477,840,411	24,893,615	42·01	32,005,883	54·01	56,899,498	3,459	5 8	2,356,217	3·98	59,255,715	32,612,712	55	26,643,003	4·37	1874
506,975,234	25,714,681	41·99	33,268,072	54·83	58,982,753	3,541	5 7½	2,254,247	3·68	61,237,000	33,220,728	54	28,016,272	4·45	1875
538,287,295	26,163,551	42·05	33,754,317	54·25	59,917,868	3,551	5 6½	2,297,907	3·69	62,215,775	33,535,509	54	28,680,266	4·36	1876

|| Cannot be given for this year, several Companies having omitted to make the necessary returns.

†† Including Receipts from Season Tickets, Carriages, Horses, &amp;c., and Post Office Mails.



## SUMMARY TABLES FOR ENGLAND AND WALES

No. 1.—AMOUNT of ORDINARY, GUARANTEED, and PREFERENTIAL STOCK and SHARE CAPITAL of RAILWAYS of the Years 1872

RATE per CENT. of DIVIDEND PAID.	ENGLAND AND WALES. - - - - -						
	ORDINARY.						
	1872.	1873.	1874.	1875.	1876.	1872.	1873.
Capital of New Companies the Lines of which were in course of construction, and no Dividend earned - - -	£ 2,172,303	£ 2,602,131	£ 2,019,066	£ 1,867,992	£ 2,232,137	—	—
Capital of Constructed Lines upon which no Dividend was Paid - - -	24,418,080	25,520,934	36,213,987	30,610,736	29,036,359	—	153,636
Dividends Paid:							
Not exceeding 1 per Cent. - -	8,978,194	8,542,694	855,061	8,610,155	10,381,579	—	—
Exceeding 1 and not exceeding 2 per Cent. - -	4,808,104	639,360	9,400,573	2,047,461	3,857,651	101,180	101,180
" 2 and not exceeding 3 per Cent. - -	1,403,701	14,737,890	7,396,557	9,856,634	7,732,155	2,535,924	2,221,700
" 3 and not exceeding 4 per Cent. - -	24,759,083	16,411,902	14,493,114	12,582,085	22,198,392	8,068,204	8,600,432
" 4 and not exceeding 5 per Cent. - -	10,698,841	9,116,979	25,990,896	26,211,649	16,767,065	34,338,870	36,677,213
" 5 and not exceeding 6 per Cent. - -	28,082,841	16,274,685	33,839,290	55,878,712	61,646,665	8,842,109	9,457,309
" 6 and not exceeding 7 per Cent. - -	2,988,865	34,247,457	53,845,155	41,510,277	36,097,558	98,987	80,654
" 7 and not exceeding 8 per Cent. - -	54,732,166	51,807,941	2,110,062	814,600	20,296,294	140,000	518,573
" 8 and not exceeding 9 per Cent. - -	32,594,629	2,225,192	18,034,078	19,662,640	537,918	819,143	—
" 9 and not exceeding 10 per Cent. - -	2,300,920	19,242,170	642,326	804,091	477,326	50,000	490,573
" 10 and not exceeding 11 per Cent. - -	—	—	1,110,000	—	1,059,380	—	—
" 11 and not exceeding 12 per Cent. - -	290,000	3,800,846	3,067,950	3,437,540	3,857,065	37,725	—
" 12 and not exceeding 13 per Cent. - -	3,355,300	631,530	30,000	30,000	30,000	2,000	39,125
TOTAL ENGLAND AND WALES	201,583,027	205,801,711	209,048,115	213,924,572	216,207,544	55,034,092	58,340,399

## SCOTLAND, AND IRELAND, FOR THE YEARS 1872 to 1876.

COMPANIES in ENGLAND and WALES, classed according to the Rate per Cent. of Dividend Paid, in each  
1873, 1874, 1875, and 1876.

ENGLAND AND WALES.								RATE per CENT. of DIVIDEND  PAID.
GUARANTEED.			PREFERENTIAL.					
1874.	1875.	1876.	1872.	1873.	1874.	1875.	1876.	
£	£	£	£	£	£	£	£	
—	—	—	192,732	186,598	51,840	—	7,386	{ Capital of new Companies the Lines of which were in course of construction, and no Divi- dend earned.
—	—	—	6,512,147	6,098,479	5,504,715	5,247,746	7,711,304	{ Capital of Constructed Lines upon which no Dividend was paid.
—	—	—	347,810	1,514,607	—	76,326	24,770	Dividends Paid : Not exceeding 1 per Cent.
101,180	101,180	101,180	5,043,173	5,302,133	6,794,210	5,434,303	5,478,233	{ Exceeding 1 and not exceed- ing 2 per Cent.
2,221,700	2,221,700	2,221,700	315,400	568,820	960,210	2,550,298	832,106	{ " 2 and not exceed- ing 3 per Cent.
8,777,199	14,719,261	15,164,008	5,007,069	5,672,323	6,196,342	5,851,417	4,989,369	{ " 3 and not exceed- ing 4 per Cent.
1,160,924	43,758,528	44,091,601	68,687,893	72,660,233	79,632,615	84,170,899	95,567,426	{ " 4 and not exceed- ing 5 per Cent.
9,268,487	7,360,979	7,073,251	1,996,914	2,442,675	1,864,566	1,574,181	2,177,941	{ " 5 and not exceed- ing 6 per Cent.
1,420,247	821,674	1,109,467	471,860	641,860	251,861	890,861	229,361	{ " 6 and not exceed- ing 7 per Cent.
140,000	—	440,570	397,500	227,500	291,500	227,500	227,500	{ " 7 and not exceed- ing 8 per Cent.
440,570	440,570	—	—	—	—	165,000	64,000	{ " 8 and not exceed- ing 9 per Cent.
50,000	50,000	68,875	385,840	279,165	229,165	229,840	229,840	{ " 9 and not exceed- ing 10 per Cent.
25,275	—	2,000	—	—	165,000	—	—	{ " 10 and not exceed- ing 11 per Cent.
2,000	23,275	—	—	165,000	—	—	165,000	{ " 11 and not exceed- ing 12 per cent.
—	—	—	50,000	—	—	—	—	{ " 12 and not exceed- ing 13 per Cent.
3,607,582	69,497,167	70,272,152	89,408,338	95,709,393	101,942,024	106,418,371	117,704,236	TOTAL ENGLAND AND WALES.

## SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

## No. 2.—AMOUNT of ORDINARY, GUARANTEED, and PREFERENTIAL STOCK of RAILWAY COMPANIES in SCOTLAND

RATE per CENT. of DIVIDEND PAID.	SCOTLAND						
	ORDINARY.						
	1872.	1873.	1874.	1875.	1876.	1872.	1873.
	£	£	£	£	£	£	£
Capital of New Companies the Lines of which were in course of construction, and no Dividend earned	281,096	450,667	345,284	553,439	664,794	—	—
Capital of Constructed Lines upon which no Dividend was paid	2,582,568	6,051,056	2,018,044	2,352,484	4,084,952	—	—
Dividends paid: Not exceeding 1 per Cent.	1,570,043	973,813	5,099,022	233,222	2,535,335	—	—
Exceeding 1 and not exceeding 2 per Cent.	3,604,268	311,694	321,297	225,100	393,527	—	—
" 2 and not exceeding 3 per Cent.	242,520	473,532	4,895,404	1,074,263	1,641,137	602,125	602,53
" 3 and not exceeding 4 per Cent.	240,222	7,614,754	9,669,923	5,287,870	4,418,906	1,266,526	966,82
" 4 and not exceeding 5 per Cent.	6,835,543	6,451,189	700,320	5,772,439	6,682,980	2,633,489	2,994,78
" 5 and not exceeding 6 per Cent.	1,418,753	185,950	185,950	375,967	296,340	512,343	522,34
" 6 and not exceeding 7 per Cent.	4,761,060	125,500	104,500	8,252,612	8,588,566	2,047,583	1,891,33
" 7 and not exceeding 8 per Cent.	293,583	272,583	177,355	226,355	196,355	240,000	240,00
" 8 and not exceeding 9 per Cent.	40,000	40,000	156,228	75,000	—	—	—
" 9 and not exceeding 10 per Cent.	—	—	37,000	174,228	58,000	—	—
" 10 and not exceeding 11 per Cent.	37,000	37,000	—	—	—	200,000	200,00
" 11 and not exceeding 12 per Cent.	—	—	—	—	—	—	—
" 12 and not exceeding 13 per Cent.	—	—	—	—	—	—	—
TOTAL SCOTLAND	21,906,656	22,987,738	23,705,327	24,602,979	29,560,892	7,502,066	7,417,8



AND IRELAND FOR THE YEARS 1872 TO 1876—continued.

Classed according to the Rate per Cent. of Dividend paid, in each of the Years 1872, 1873, 1874, 1875, and 1876.

SCOTLAND.								RATE per CENT. of DIVIDEND PAID.
GUARANTEED.			PREFERENTIAL.					
1874.	1875.	1876.	1872.	1873.	1874.	1875.	1876.	
£	£	£	£	£	£	£	£	
—	—	—	—	—	1,700	72,443	74,700	{ Capital of New Companies the Lines of which were in course of construction, and no Divi- dend earned.
—	—	—	600,266	668,614	932,608	1,053,600	650,882	{ Capital of Constructed Lines upon which no Dividend was paid.
—	—	—	—	95,291	—	—	—	Dividends Paid: Not exceeding 1 per Cent.
—	—	—	80,292	213,030	—	—	—	{ Exceeding 1 and not exceed- ing 2 per Cent.
602,534	602,534	602,534	1,625	2,684,800	485,826	219,655	219,655	{ " 2 and not exceed- ing 3 per Cent.
966,826	136,826	3,666,678	8,029,810	8,179,465	10,575,296	8,205,100	14,545,921	{ " 3 and not exceed- ing 4 per Cent.
2,909,776	4,539,776	4,093,492	8,805,734	6,676,869	7,588,219	7,647,248	7,870,475	{ " 4 and not exceed- ing 5 per Cent.
522,343	522,343	246,000	728,170	728,170	728,180	3,147,753	638,939	{ " 5 and not exceed- ing 6 per Cent.
1,891,333	1,891,333	1,220,977	1,398,122	1,112,122	1,112,122	—	—	{ " 6 and not exceed- ing 7 per Cent.
240,000	240,000	240,000	—	—	—	1,112,122	70,000	{ " 7 and not exceed- ing 8 per Cent.
—	—	—	—	—	—	—	—	{ " 8 and not exceed- ing 9 per Cent.
—	—	116,228	—	—	—	—	—	{ " 9 and not exceed- ing 10 per Cent.
200,000	200,000	—	—	—	—	—	—	{ " 10 and not exceed- ing 11 per Cent.
—	—	—	—	—	—	—	—	{ " 11 and not exceed- ing 12 per Cent.
—	—	—	—	—	—	—	—	{ " 12 and not exceed- ing 13 per Cent.
7,332,812	8,132,812	10,185,909	19,644,019	20,363,361	21,423,951	21,457,921	24,070,572	TOTAL SCOTLAND.

## SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

No. 3.—AMOUNT of ORDINARY, GUARANTEED, and PREFERENTIAL STOCK and SHARE CAPITAL of RAILWAY  
1872, 1873, 1874,

RATE per CENT. of DIVIDEND PAID.	IRELAND						
	ORDINARY.						
	1872.	1873.	1874.	1875.	1876.	1872.	1873.
	£	£	£	£	£	£	£
Capital of New Companies the Lines of which were in course of construction, and no Dividend earned - - - }	580,361	449,834	226,142	338,117	320,235	1,455	1,575
Capital of Constructed Lines upon which no Dividend was Paid - - - }	2,791,228	2,589,094	2,893,983	2,715,173	2,554,033	—	—
Dividends Paid:							
Not exceeding 1 per Cent. - - - }	119,178	22,128	252,050	179,085	—	—	—
Exceeding 1 and not exceeding 2 } per Cent. - - - }	—	365,380	120,786	894,580	44,980	—	—
„ 2 and not exceeding 3 } per Cent. - - - }	366,899	680,800	677,950	438,740	597,550	—	—
„ 3 and not exceeding 4 } per Cent. - - - }	1,217,840	720,490	3,147,265	178,456	246,740	100,000	100,000
„ 4 and not exceeding 5 } per Cent. - - - }	3,490,050	3,824,645	5,848,723	3,396,905	3,301,168	366,700	327,750
„ 5 and not exceeding 6 } per Cent. - - - }	5,076,022	5,150,157	700,000	6,024,225	8,267,841	—	—
„ 6 and not exceeding 7 } per Cent. - - - }	1,000,000	—	1,557,900	1,000,000	—	—	—
„ 7 and not exceeding 8 } per Cent. - - - }	557,828	1,557,828	—	557,900	557,900	—	—
„ 8 and not exceeding 9 } per Cent. - - - }	—	350,000	—	350,000	—	—	—
„ 9 and not exceeding 10 } per Cent. - - - }	350,000	—	350,000	—	350,000	—	—
„ 10 and not exceeding 11 } per Cent. - - - }	—	—	—	—	—	—	—
„ 11 and not exceeding 12 } per Cent. - - - }	—	—	—	—	—	—	—
„ 12 and not exceeding 13 } per Cent. - - - }	—	—	—	—	—	—	—
TOTAL IRELAND -	15,549,406	15,660,356	15,774,799	16,073,181	16,240,447	468,155	429,825

\* On 43,150*l.* of this amount 22½ per cent. was also paid

AND IRELAND, FOR THE YEARS 1872 to 1876—*continued*.

COMPANIES in IRELAND, classed according to the Rate per Cent. of Dividend Paid, in each of the Years 1875, and 1876.

IRELAND.								RATE per CENT. of DIVIDEND PAID.
GUARANTEED.			PREFERENTIAL.					
1874.	1875.	1876.	1872.	1873.	1874.	1875.	1876.	
£	£	£	£	£	£	£	£	
3,936	13,116	43,690	—	3,560	38,640	50,900	71,140	{ Capital of New Companies the Lines of which were in course of construction, and no Divi- dend earned.
—	—	—	1,086,472	620,946	888,846	1,365,735	579,976	{ Capital of Constructed Lines upon which no Dividend was Paid.
—	—	—	122,250	420,223	128,250	—	—	Dividends Paid: Not exceeding 1 per Cent.
—	—	—	—	245,003	591,296	—	—	{ Exceeding 1 and not exceed- ing 2 per Cent.
—	—	—	162,015	—	—	128,250	224,550	{ " 2 and not exceed- ing 3 per Cent.
100,000	100,000	100,000	1,785,700	1,982,585	1,715,985	1,715,985	1,759,442	{ " 3 and not exceed- ing 4 per Cent.
163,150	*169,220	177,920	2,243,642	2,283,557	2,683,257	2,832,947	3,406,755	{ " 4 and not exceed- ing 5 per Cent.
—	—	—	307,925	310,900	310,900	310,900	311,650	{ " 5 and not exceed- ing 6 per Cent.
—	—	—	—	—	—	—	—	{ " 6 and not exceed- ing 7 per Cent.
—	—	—	—	—	—	—	—	{ " 7 and not exceed- ing 8 per Cent.
—	—	—	—	—	—	—	—	{ " 8 and not exceed- ing 9 per Cent.
—	—	—	—	—	—	—	—	{ " 9 and not exceed- ing 10 per Cent.
—	—	—	—	—	—	—	—	{ " 10 and not exceed- ing 11 per Cent.
—	—	—	—	—	—	—	—	{ " 11 and not exceed- ing 12 per Cent.
—	—	—	—	—	—	—	—	{ " 12 and not exceed- ing 13 per Cent.
267,086	282,336	321,610	5,708,004	5,866,774	6,357,174	6,404,717	6,353,513	TOTAL IRELAND.

on account of arrears of dividend for previous years.



## SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND,

No. 4.—AMOUNT OF ORDINARY, GUARANTEED, and PREFERENTIAL STOCK and SHARE CAPITAL of RAILWAY  
the Years 1872, 1873,

RATE per CENT. of DIVIDEND PAID.	UNITED KINGDOM						
	ORDINARY.						
	1872.	1873.	1874.	1875.	1876.	1872.	1873.
Capital of New Companies the Lines of which were in course of construction, and no Dividend earned - - - }	£ 3,033,760	£ 3,502,632	£ 2,590,492	£ 2,759,548	£ 3,217,166	£ 1,455	£ 1,575
Capital of Constructed Lines upon which no Dividend was Paid - - - }	29,791,876	34,111,084	41,121,014	35,678,393	35,675,344	—	153,635
Dividends Paid :							
Not exceeding 1 per Cent. - -	10,667,415	9,538,635	6,206,133	9,022,462	12,916,914	—	—
Exceeding 1 and not exceeding 2 per Cent. - - }	8,412,372	1,316,434	9,842,656	3,167,141	4,296,158	101,180	101,180
" 2 and not exceeding 3 per Cent. - - }	2,013,120	15,892,222	12,969,911	11,369,637	9,970,842	3,138,049	2,824,234
" 3 and not exceeding 4 per Cent. - - }	26,217,145	24,747,146	27,310,302	18,048,411	26,864,038	9,434,730	9,667,253
" 4 and not exceeding 5 per Cent. - - }	21,024,434	19,392,813	32,539,939	35,380,993	26,751,213	37,339,059	39,999,752
" 5 and not exceeding 6 per Cent. - - }	34,577,616	21,610,792	34,725,240	62,278,904	70,210,846	9,354,452	9,979,652
" 6 and not exceeding 7 per Cent. - - }	8,749,925	34,372,957	55,507,555	50,762,889	44,686,124	2,146,520	1,971,987
" 7 and not exceeding 8 per Cent. - - }	55,583,577	53,638,352	2,287,417	1,598,855	21,050,549	380,000	758,573
" 8 and not exceeding 9 per Cent. - - }	32,634,629	2,615,192	18,190,306	20,087,640	537,918	819,143	—
" 9 and not exceeding 10 per Cent. - - }	2,650,920	19,242,170	1,029,326	978,319	885,326	50,000	490,570
" 10 and not exceeding 11 per Cent. - - }	37,000	37,000	1,110,000	—	1,059,380	200,000	200,000
" 11 and not exceeding 12 per Cent. - - }	290,000	3,800,846	3,067,950	3,437,540	3,857,065	37,725	—
" 12 and not exceeding 13 per Cent. - - }	3,355,300	631,530	30,000	30,000	30,000	2,000	39,125
TOTAL UNITED KINGDOM -	239,039,089	244,449,805	248,528,241	254,600,732	262,008,883	63,004,313	66,187,541

\* On 43,150*l.* of this amount 22½ per cent. was also paid

AND IRELAND, FOR THE YEARS 1872 to 1876—*continued*.

COMPANIES in the UNITED KINGDOM, classed according to the Rate per Cent. of Dividend Paid, in each of 1874, 1875, and 1876.

UNITED KINGDOM.								RATE per CENT. of DIVIDEND PAID.
GUARANTEED.			PREFERENTIAL.					
1874.	1875.	1876.	1872.	1873.	1874.	1875.	1876.	
£	£	£	£	£	£	£	£	
3,936	13,116	43,690	192,732	140,158	92,180	123,343	153,226	{ Capital of New Companies the Lines of which were in course of construction, and no Divi- dend earned.
—	—	—	8,198,885	7,388,039	7,326,169	7,667,081	8,942,162	{ Capital of Constructed Lines upon which no Dividend was Paid.
—	—	—	470,060	2,030,121	128,250	76,326	24,770	Dividends Paid: Not exceeding 1 per Cent.
101,180	101,180	101,180	5,123,465	5,765,166	7,385,506	5,434,303	5,478,233	{ Exceeding 1 and not exceed- ing 2 per Cent.
2,824,234	2,824,234	2,824,234	479,040	3,253,620	1,446,036	2,898,203	1,276,311	{ " 2 and not exceed- ing 3 per Cent.
9,844,025	14,956,087	18,930,686	14,822,579	15,834,373	18,487,623	15,772,502	21,294,732	{ " 3 and not exceed- ing 4 per Cent.
44,233,850	*48,467,524	48,363,013	79,737,269	81,620,659	89,904,091	94,651,094	106,844,656	{ " 4 and not exceed- ing 5 per Cent.
9,790,830	7,883,322	7,319,251	3,033,009	3,481,745	2,903,646	5,032,834	3,128,530	{ " 5 and not exceed- ing 6 per Cent.
3,311,580	2,713,007	2,330,444	1,869,982	1,753,982	1,363,983	890,861	229,361	{ " 6 and not exceed- ing 7 per Cent.
380,000	240,000	680,570	397,500	227,500	291,500	1,339,622	297,500	{ " 7 and not exceed- ing 8 per Cent.
440,570	440,570	—	—	—	—	165,000	64,000	{ " 8 and not exceed- ing 9 per Cent.
50,000	50,000	184,603	385,840	279,165	229,165	229,840	229,840	{ " 9 and not exceed- ing 10 per Cent.
225,275	200,000	2,000	—	—	165,000	—	—	{ " 10 and not exceed- ing 11 per Cent.
2,000	23,275	—	—	165,000	—	—	165,000	{ " 11 and not exceed- ing 12 per Cent.
—	—	—	50,000	—	—	—	—	{ " 12 and not exceed- ing 13 per Cent.
71,207,480	77,912,315	80,779,671	114,760,361	121,939,528	129,723,149	134,281,009	148,128,321	TOTAL UNITED KINGDOM.

on account of arrears of dividend for previous years.

## SUMMARY TABLES FOR ENGLAND AND WALES, SCOTLAND.

No. 5.—AMOUNT OF LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in ENGLAND AND WALES, classed

RATE per CENT. of INTEREST.	ENGLAND AND WALES. - - -				
	LOANS.				
	1872.	1873.	1874.	1875.	1876.
Not receiving any Interest - - -	£ 59,200	£ 49,000	£ 8,000	£ 8,000	£ 8,000
Interest Paid:					
Not exceeding 1 per Cent. - -	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	—	—	5,000
„ 2 and not exceeding 3 per Cent.	—	—	—	—	—
„ 3 and not exceeding 4 per Cent.	22,607,609	18,194,524	16,241,327	13,434,887	10,807,515
„ 4 and not exceeding 5 per Cent.	26,209,447	20,902,203	16,261,984	11,436,282	7,886,611
„ 5 and not exceeding 6 per Cent.	288,860	239,810	378,910	352,325	175,100
„ 6 and not exceeding 7 per Cent.	—	—	—	—	—
„ 7 and not exceeding 8 per Cent.	36,600	36,600	3,099	11,200	11,200
TOTAL ENGLAND AND WALES -	49,201,716	39,422,137	32,893,320	25,242,694	18,393,426

No. 6.—AMOUNT OF LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in SCOTLAND, classed according

RATE per CENT. of INTEREST.	SCOTLAND. - - -				
	LOANS.				
	1872.	1873.	1874.	1875.	1876.
Not receiving any Interest - - -	£ —	£ —	£ —	£ —	£ —
Interest paid:					
Not exceeding 1 per Cent. - -	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	1,400	1,400	—	—	—
„ 2 and not exceeding 3 per Cent.	28,015	20,265	20,265	20,265	5,562
„ 3 and not exceeding 4 per Cent.	10,436,101	11,011,906	12,080,898	11,377,924	10,636,876
„ 4 and not exceeding 5 per Cent.	2,805,983	2,204,685	1,224,601	986,650	919,006
„ 5 and not exceeding 6 per Cent.	8,160	—	18,000	—	—
„ 6 and not exceeding 7 per Cent.	—	—	—	—	—
„ 7 and not exceeding 8 per Cent.	—	—	—	—	—
TOTAL SCOTLAND - - -	13,279,659	13,238,256	13,343,764	12,384,839	11,561,444



## ENGLAND AND IRELAND FOR THE YEARS 1872 to 1876—continued.

According to the Rate per Cent. of Interest Paid, in each of the Years 1872, 1873, 1874, 1875, and 1876.

ENGLAND AND WALES.					RATE per CENT. of INTEREST.
DEBENTURE STOCK.					
1872.	1873.	1874.	1875.	1876.	
£ 404,342	£ 742,366	£ 514,674	£ 769,464	£ 364,566	Not receiving any Interest.
—	—	—	—	—	Interest Paid : Not exceeding 1 per Cent.
46,915	46,915	231,821	113,566	130,531	Exceeding 1 and not exceeding 2 per Cent.
360,643	31,910	120,962	31,910	488,317	„ 2 and not exceeding 3 per Cent.
37,010,467	45,701,265	53,593,847	64,545,978	71,872,512	„ 3 and not exceeding 4 per Cent.
33,461,742	41,907,233	44,005,405	43,774,766	46,676,312	„ 4 and not exceeding 5 per Cent.
2,072,454	2,297,673	2,750,678	2,754,179	2,702,363	„ 5 and not exceeding 6 per Cent.
—	—	—	—	—	„ 6 and not exceeding 7 per Cent.
18,000	18,000	18,000	18,000	20,000	„ 7 and not exceeding 8 per Cent.
73,374,563	90,745,362	101,235,387	112,007,863	122,254,601	TOTAL ENGLAND AND WALES.

According to the Rate per Cent. of Interest Paid, in each of the Years 1872, 1873, 1874, 1875, and 1876.

SCOTLAND.					RATE per CENT. of INTEREST.
DEBENTURE STOCK.					
1872.	1873.	1874.	1875.	1876.	
£ —	£ —	£ —	£ —	£ —	Not receiving any Interest.
—	—	—	—	—	Interest Paid :
—	—	—	—	—	Not exceeding 1 per Cent.
73,538	73,538	73,538	73,538	73,538	Exceeding 1 and not exceeding 2 per Cent.
2,143,111	2,361,094	2,629,895	3,242,360	4,351,846	„ 2 and not exceeding 3 per Cent.
2,162,713	2,684,608	2,818,353	2,992,203	2,913,207	„ 3 and not exceeding 4 per Cent.
—	—	—	—	—	„ 4 and not exceeding 5 per Cent.
—	—	—	—	—	„ 5 and not exceeding 6 per Cent.
—	—	—	—	—	„ 6 and not exceeding 7 per Cent.
—	—	—	—	—	„ 7 and not exceeding 8 per Cent.
4,379,362	5,119,240	5,521,286	6,308,101	7,338,591	TOTAL SCOTLAND.

## SUMMARY TABLES FOR ENGLAND AND WALES

No. 7.—AMOUNT of LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in IRELAND, classed according

RATE per CENT. of INTEREST.	IRELAND				
	LOANS.				
	1872.	1873.	1874.	1875.	1876.
Not receiving any Interest - - -	£ —	£ 100	£ —	£ 40,000	£ —
Interest Paid :					
Not exceeding 1 per Cent. - - -	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	—	—	—
„ 2 and not exceeding 3 per Cent.	14,500	14,500	500	—	—
„ 3 and not exceeding 4 per Cent.	1,331,079	1,267,544	1,244,146	1,203,603	1,295,575
„ 4 and not exceeding 5 per Cent.	2,256,474	1,820,987	1,697,725	1,482,568	1,264,320
„ 5 and not exceeding 6 per Cent.	140,789	124,790	86,615	67,050	37,650
„ 6 and not exceeding 7 per Cent.	—	—	—	—	—
„ 7 and not exceeding 8 per Cent.	—	—	—	—	—
TOTAL IRELAND - - -	3,742,842	3,227,921	3,028,986	2,793,221	2,597,545

No. 8.—AMOUNT of LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in the UNITED KINGDOM, classed

RATE per CENT. of INTEREST.	UNITED KINGDOM				
	LOANS.				
	1872.	1873.	1874.	1875.	1876.
Not receiving any Interest - - -	£ 59,200	£ 49,100	£ 8,000	£ 48,000	£ 8,000
Interest Paid :					
Not exceeding 1 per Cent. - - -	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	1,400	1,400	—	—	5,000
„ 2 and not exceeding 3 per Cent.	42,515	34,765	20,765	20,265	5,562
„ 3 and not exceeding 4 per Cent.	34,374,789	30,473,974	29,566,371	26,016,414	22,739,966
„ 4 and not exceeding 5 per Cent.	31,271,904	24,927,875	19,184,310	13,905,500	9,569,937
„ 5 and not exceeding 6 per Cent.	437,809	364,600	483,525	419,375	212,750
„ 6 and not exceeding 7 per Cent.	—	—	—	—	—
„ 7 and not exceeding 8 per Cent.	36,600	36,600	3,099	11,200	11,200
TOTAL UNITED KINGDOM -	66,224,217	55,888,314	49,266,070	40,420,754	32,552,415

SCOTLAND, AND IRELAND, FOR THE YEARS 1872 to 1876—*continued*.

The Rate per Cent. of Interest Paid, in each of the Years 1872, 1873, 1874, 1875, and 1876.

- IRELAND.					RATE per CENT. of INTEREST.
DEBENTURE STOCK.					
1872.	1873.	1874.	1875.	1876.	
£	£	£	£	£	Not receiving any Interest.
—	—	—	—	—	Interest Paid:
—	—	—	—	—	Not exceeding 1 per Cent.
—	—	—	—	—	Exceeding 1 and not exceeding 2 per Cent.
—	—	—	—	—	„ 2 and not exceeding 3 per Cent.
891,876	1,230,580	1,400,060	1,405,269	2,007,229	„ 3 and not exceeding 4 per Cent.
2,335,710	2,759,938	3,004,388	3,287,451	3,145,065	„ 4 and not exceeding 5 per Cent.
—	—	9,870	—	—	„ 5 and not exceeding 6 per Cent.
—	—	—	—	—	„ 6 and not exceeding 7 per Cent.
—	—	—	—	—	„ 7 and not exceeding 8 per Cent.
3,227,586	3,990,518	4,414,318	4,692,720	5,152,294	TOTAL IRELAND.

According to the Rate per Cent. of Interest Paid, in each of the Years 1872, 1873, 1874, 1875, and 1876.

- UNITED KINGDOM.					RATE per CENT. of INTEREST.
DEBENTURE STOCK.					
1872.	1873.	1874.	1875.	1876.	
£ 404,342	£ 742,366	£ 514,674	£ 769,464	£ 364,566	Not receiving any Interest.
—	—	—	—	—	Interest Paid :
					Not exceeding 1 per Cent.
46,915	46,915	231,821	113,566	130,531	Exceeding 1 and not exceeding 2 per Cent.
434,181	105,448	194,500	105,448	561,855	„ 2 and not exceeding 3 per Cent.
40,045,454	49,292,939	57,623,302	69,193,607	78,231,587	„ 3 and not exceeding 4 per Cent.
42,960,165	47,351,779	49,828,146	50,054,420	52,734,584	„ 4 and not exceeding 5 per Cent.
2,072,454	2,297,673	2,760,548	2,754,179	2,702,363	„ 5 and not exceeding 6 per Cent.
—	—	—	—	—	„ 6 and not exceeding 7 per Cent.
18,000	18,000	18,000	18,000	20,000	„ 7 and not exceeding 8 per Cent.
85,981,511	99,855,120	111,170,991	123,008,684	134,745,486	TOTAL UNITED KINGDOM.



SUMMARY TABLES for ENGLAND and

No. 1.—CAPITAL.

		AUTHORISED CAPITAL.			PAID-UP STOCK.	
		By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.	Guaranteed.
		£	£	£	£	£
ENGLAND AND WALES	- -	449,978,593	161,433,942	611,412,535	216,207,544	70,272,152
SCOTLAND	- - - -	71,595,107	21,130,250	92,725,357	29,560,892	10,185,909
IRELAND	- - - -	27,527,005	10,137,630	37,664,635	16,240,447	321,610
TOTAL UNITED KINGDOM	-	549,095,705	192,706,822	741,802,527	262,008,883	80,779,671

No. 2.—TRAFFIC.

	Length of Line in Miles open on 31st December 1876.			PASSENGER TRAFFIC.						GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	Total.	Number of Passengers conveyed (exclusive of Season and Periodical Tickets).				Holders of Season or Periodical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
				1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.							
ENGLAND AND WALES	7,591	4,398	11,989	38,302,841	58,949,892	883,686,658	480,939,391	*345,656	Tons. 100,412,568 and 26,931,795†	Tons. 46,347,375	89,532,620	89,275,438	†180,146,823	
SCOTLAND - - -	1,063	1,663	2,726	4,693,843	3,319,741	31,978,057	39,991,641	*26,481	22,019,974	6,733,166	10,361,594	14,023,736	25,806,338	
IRELAND - - -	515	1,642	2,157	1,862,382	4,208,562	11,285,319	17,356,263	22,290	612,041	2,908,145	6,024,707	2,840,153	**9,758,578	
TOTAL UNITED KINGDOM - }	9,169	7,703	16,872	44,859,066	66,478,195	426,950,034	538,287,295	394,427*	123,044,583 and 26,931,795†	55,983,686	105,918,921	106,139,327	††215,711,738	

\* See note, page 65. † Not classified. ‡ Including 1,338,765 miles travelled by mixed trains.  
¶ Including 18,066‡ receipts from Goods Traffic not classified. \*\* Including 893,718 miles travelled by mixed trains.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

	Length of Line in Miles open on 31st December 1876.	WORKING EXPENDITURE.								
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.
ENGLAND AND WALES	No. 11,989	£ 5,464,368	£ 7,199,637	£ 2,246,026	£ 8,446,725	£ 1,114,195	£ 1,096,464	£ 669,467	£ 297,261	£ 289,017
		and £64,978								
SCOTLAND	2,726	796,904	869,378	355,554	986,737	139,450	130,789	53,749	25,330	24,036
IRELAND	2,157	432,481	368,535	114,253	355,521	74,079	67,915	—	7,335	10,896
TOTAL UNITED KINGDOM	16,872	6,693,653	8,437,550	2,715,833	9,788,983	1,327,724	1,295,108	723,216	319,866	323,940
		and £64,978								

## WALES, SCOTLAND, and IRELAND in 1876.

## No. 1.—CAPITAL.

AND SHARE CAPITAL.		CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.			TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.
Preferential.	TOTAL Paid-up Stock and Share Capital.	Loans.	Debenture Stock.	TOTAL raised by Loans and Debenture Stock.		
£	£	£	£	£	£	£
117,704,236	404,183,932	18,398,426	122,254,601	140,648,027	544,831,959	19,948,604
24,070,572	68,817,373	11,561,444	7,338,591	18,900,035	82,717,408	1,467,369
6,353,513	22,915,570	2,597,545	5,152,294	7,749,839	30,665,409	355,102
148,128,321	490,916,875	32,552,415	134,745,486	167,297,901	658,214,776	21,771,075

## No. 2.—TRAFFIC.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.		
1st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.									
£	£	£	£	£	£	£	£	£	£	£	£	£	£
3,816,103	3,121,985	11,624,235	1,060,705	19,623,028	2,076,490	459,675	22,162,423	16,008,508	836,372	11,496,849	28,341,729	1,972,167	52,476,319
481,976	229,892	1,379,901	111,648	2,202,917	237,115	117,211	2,557,243	1,980,201	173,038	1,948,395	4,119,700	288,148	6,965,091
268,192	307,759	611,825	44,030	1,231,786	104,432	107,647	1,443,885	906,381	221,538	74,969	1,202,888	37,592	2,774,365
4,566,271	3,659,116	13,615,961	1,216,383	23,057,731	2,418,057	684,533	26,163,551	18,985,090	1,230,948	13,520,213	33,754,317	2,297,907	62,215,775

§ Including 3,230½ receipts from excess fares not classified.

|| Including 1,421,008 miles travelled by mixed trains.

†† Including 3,653,491 miles travelled by mixed trains.

## No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

WORKING EXPENDITURE.					ROLLING STOCK on 31st December 1876.								
Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	TOTAL Working Expenditure.	TOTAL RECEIPTS, as given in the Traffic Return. No. 2.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	CARRIAGES, WAGGONS, TRUCKS, &c.						
							Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	TOTAL NUMBER of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.	
£	£	£	£	£	£		No.	No.	No.	No.	No.	No.	
229,194	962,483	433,504	*28,466,366	52,476,319	24,009,953	54	10,928	22,757	8,741	272,816	9,263	313,577	
25,472	95,212	90,482	3,597,993	6,965,091	3,367,098	52	1,508	3,211	1,160	72,916	1,130	78,417	
13,158	5,085	21,892	1,471,150	2,774,365	1,308,215	53	558	1,223	584	10,389	337	12,533	
267,824	1,062,780	545,878	*33,535,509	62,215,775	28,680,266	54	12,994	27,191	10,485	356,121	10,730	404,527	

\* Exclusive of 36,833½ received by the North London Company for working other lines.





## RAILWAY RETURNS.—1876.

### No. 1.—C A P I T A L, &c.

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RETURN of the authorised SHARE and LOAN CAPITAL of the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, and of their PAID-UP ORDINARY, GUARANTEED, and PREFERENTIAL CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1876, specifying the rate per cent. of the Dividends for the year 1876 on each of the said Capitals; showing also the Loans outstanding on the 31st day of December 1876, classified according to the several rates per cent. of Interest; and the Capital subscribed to other undertakings, whether such undertakings are on lease to, or worked by, the subscribing Company, or are independent.

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## No. 1.—AMOUNT of CAPITAL, &amp;c., upon the

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
<i>Aberdare</i> - - - - -	<i>Leased to the Taff Vale.</i>								
<i>Abingdon</i> - - - - -	<i>Leased to the Great Western.</i>								
<i>Alcester</i> - - - - -	<i>Worked by the Great Western.</i>								
Anglesey Central - - -	Sold to the London and North-western under 29 & 30 Vict. c. 320, and 39 & 40 Vict. c. 172.								
Aylesbury and Buckingham - -	220,000	71,500	291,500	82,589	Nil	—	—	—	
<i>Bala and Dolgelly</i> - - - -	<i>Worked by the Great Western.</i>								
Bala and Festiniog - - -	190,000	63,000	253,000	5,720	Nil	—	—	—	
Banbury and Cheltenham Direct - -	600,000	200,000	800,000	599,625	Nil	—	—	—	
<i>Barnoldswick</i> - - - - -	<i>Worked by the Midland.</i>								
<i>Bedford and Northampton</i> - - -	<i>Leased to the Midland.</i>								
<i>Berks and Hants Extension</i> - - -	<i>Worked by the Great Western.</i>								
Birkenhead (vested jointly in Great Western and London and North-Western).	2,550,000	—*	2,550,000	1,941,505 134,316†	4 —	—	—	—	
Birkenhead, Chester, and North Wales -	840,000	280,000	1,120,000	1,750	Nil	—	—	—	
Birmingham and Lichfield Junction -	135,000	45,000	180,000	1,500	Nil	—	—	—	
Bishop's Castle - - - - -	472,000	157,000	629,000	133,259	Nil	—	—	—	
<i>Bishop's Waltham</i> - - - - -	<i>Worked by the London and South-Western.</i>								
Bodmin and Wadebridge - - - -	97,500	38,000*	135,500	27,393*	Nil	—	—	—	
Bodmin, Wadebridge, and Delabole -	120,000	40,000	160,000	—	—	—	—	—	
Brading Harbour Improvements and Railway.	40,000	13,300	53,300	—	—	—	—	—	
Brecon and Merthyr Tydfil Junction -	1,228,900	764,420	1,993,320	264,360	Nil	—	—	—	
Brewood and Wolverhampton - - -	25,000	8,000	33,000	—	—	—	—	—	
<i>Bridport</i> - - - - -	<i>Leased to the Great Western.</i>								
Bristol and Exeter - - - - -	Amalgamated with the Great Western under 39 & 40 Vict. c. 74.								
<i>Bristol and North Somerset</i> - - -	<i>Worked by the Great Western.</i>								
<i>Bristol and Portishead Pier and Railway</i> -	<i>Worked by the Great Western.</i>								
Bristol Port, Railway, and Pier - - -	125,000	41,000	166,000	125,000	Nil	—	—	—	

## 31st December 1876.—ENGLAND AND WALES.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	82,589	36,500	5	—	—	36,500	119,089	—	
—	—	—	5,720	—	—	—	—	—	5,720	—	
—	—	—	599,625	—	—	200,000	5	200,000	799,625	—	Line not open for traffic.
454,200	4½	4½	2,530,021	—	—	—	—	—	2,530,021	—	* Borrowing powers assumed in equal moieties by the companies in which the line is vested. † Calls received on forfeited shares, in respect of which no dividend is paid.
—	—	—	1,750	—	—	—	—	—	1,750	—	
—	—	—	1,500	—	—	—	—	—	1,500	—	
86,750	5	Nil	220,009	88,000 1,700	5 6	—	—	89,700	309,709	—	
—	—	—	27,393	8,000	Nil	—	—	8,000	35,393	—	* 5,000 <i>l.</i> of the ordinary capital has been raised in place of a like amount of debenture loans.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	
868,640	5	5*	1,133,000	14,075†	5	724,995	5	739,070	1,872,070	—	* 5 per cent. paid on 52,900 <i>l.</i> only — — <i>Rumney</i> shares. † Capitalized value of rent-charges.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	125,000	41,000	5	—	—	41,000	166,000	—	



NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Bromley Direct - - - - -	£ 25,000	£ 8,300	£ 33,300	£ 4,940	Per cent. Nil.	£ —	Per cent. —	Per cent. —	
Buckfastleigh, Totnes, and South Devon -	Worked by the Great Western.								
Buckinghamshire - - - - -	Leased to the London and North-Western.								
Buckley - - - - -	Worked by the Wrexham, Mold, and Connah's Quay.								
Burry Port and Gwendreath Valley -	280,000	93,000	373,000	135,400	Nil	—	—	—	
Burry Port and North-Western Junction -	98,000	26,000	124,000	—	—	—	—	—	
Bury St. Edmunds and Thetford -	100,000	33,300	133,300	68,574	Nil	—	—	—	
Calne - - - - -	Worked by the Great Western.								
Cambrian - - - - -	3,410,554	1,398,843	4,809,397	826,748	Nil	80,000 327,900	4½ 5	4½ 5	
Cannock Chase and Wolverhampton -	80,000	26,600	106,600	70,500	6	—	—	—	
Cardiff and Ogmore Valley -	Amalgamated with the Llynvi and Ogmore under 39 & 40 Vict. c. 195.								
Carmarthen and Cardigan - - -	300,000	93,300	393,300	29,000	Nil	—	—	—	
Caterham and Godstone Valley -	120,000	40,000	160,000	—	—	—	—	—	
Central Wales and Carmarthen Junction -	573,000	12,000	585,000	140,000 68,500* 68,000†	Nil Nil Nil	—	—	—	
Charnwood Forest - - - - -	159,000	53,000	212,000	8,641	Nil	—	—	—	
Cheshire Lines Committee - - - (Consisting of the Great Northern, Manchester, Sheffield, and Lincolnshire, and Midland Railway Companies.) Incorporated by "The Cheshire Lines Act, 1867."	—*	—*	—*	—	—	—	—	—	
Chester and Holyhead - - - - -	Worked by the London and North-Western.								
Chichester and Midhurst - - -	190,000	63,000	253,000	76,352	Nil	—	—	—	
Cleator and Workington Junction -	150,000	50,000	200,000	17,786	Nil	—	—	—	
Cleveland Extension Mineral - - -	170,000	56,000	226,000	36,080	Nil	—	—	—	
Cockermouth, Keswick, and Penrith -	284,000	93,000	377,000	236,040	3¾	—	—	—	
Colchester, Stour Valley, Sudbury, and Halstead.	Leased to the Great Eastern.								
Coleford - - - - -	66,000	22,000	88,000	13,200	Nil	—	—	—	
Coleford, Monmouth, Usk, and Pontypool -	Leased to the Great Western.								
Colne Valley and Halstead - - -	218,000	71,633	289,633	61,979	Nil	—	—	—	
Cornwall - - - - -	Leased to the Great Western.								
Cornwall Minerals - - - - -	854,918	275,000	1,129,918	375,000	Nil	—	—	—	
Newquay and Cornwall Junction -	30,000	9,000	39,000	16,897	Nil	—	—	—	

31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	4,940	—	—	—	—	—	4,940	—	
49,820	5	Nil	185,220	11,100	5	18,700	5	60,850	246,070	—	
—	—	—	—	31,050	6	—	—	—	—	—	
—	—	—	68,574	17,100	4½	—	—	21,100	89,674	—	Opened for traffic on 1st March 1876.
				500	5						
				3,500	6						
1,425,260	5	Nil	2,659,908	63,641*	5	677,564	4½	1,430,219	4,090,127	—	* Capitalized value of Land Rentcharges.
						689,014	5				† With a contingent increase of 1 per cent., as provided in scheme of arrangement.
—	—	—	70,500	26,600	6	—	—	26,600	97,100	—	
158,780	6	Nil	187,780	60,000	5	—	—	60,000	247,780	—	
—	—	—	—	—	—	—	—	—	—	—	
98,000	5	3	494,500	—	—	—	—	—	494,500	—	* Preferred stock.
120,000	5	Nil									† Deferred stock.
—	—	—	8,641	—	—	—	—	—	8,641	—	
—	—	—	—	1,960	4½	—	—	1,960	1,960	—	* The Capital is authorised to be raised and subscribed by the three owning Companies in equal proportions, and is shown in their separate returns. The existing loans will be paid off as they fall due.
—	—	—	76,352	—	—	—	—	—	76,352	—	
—	—	—	17,786	—	—	—	—	—	17,786	—	
—	—	—	36,080	—	—	—	—	—	36,080	—	
25,000	5	5	261,040	48,600	4	1,000	4	84,900	345,940	—	
				17,500	4½						
				17,800	4½						
—	—	—	13,200	—	—	—	—	—	13,200	—	Works not commenced.
84,250	5	Nil	146,229	58,245	5	—	—	58,245	204,474	—	
375,000	6	Nil	779,507	36,700	5	213,300	5	250,000	1,029,507	—	* Rentcharge Stock ; dividend payable only out of the revenue of the Newquay and Cornwall Junction line.
29,507*	5	Nil									* The Secretary and Chairman state that: "These sums are given to the best of our knowledge, the register of this Loan Capital not now being kept by this Company, it having been entirely transferred (Sept. 30/73) to the Cornwall Minerals Railway Company."
993	6	Nil	17,890	1,250*	5	—	—	5,350	23,240	—	
				4,100*	6						

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Cornwall Minerals and Bodmin and Wade-bridge Junction.	90,000	30,000	120,000	—	—	—	—	—
Corris - - - - -	15,000	5,000	20,000	15,000	7½	—	—	—
Corwen and Bala - - - - -	Leased to the Great Western.							
Cowbridge - - - - -	Leased to the Taff Vale.							
Cowes and Newport (Isle of Wight) - -	60,000	19,800	79,800	29,965	Nil	—	—	—
Ryde and Newport Railway - -	125,000	41,600	166,600	65,000	Nil	—	—	—
Croesor and Portmadoc - - - - -	25,000	8,330	33,330	15,000	Nil	—	—	—
Cromford and High Peak - - - - -	Leased to the London and North-Western.							
Culm Valley Light - - - - -	Worked by the Great Western.							
Dare Valley - - - - -	Leased to the Taff Vale.							
Denbigh, Ruthin, and Corwen - - - -	172,500	82,500	255,000	89,604	Nil	—	—	—
Devon and Cornwall - - - - -	740,000	246,000	986,000	114,000	Nil	—	—	—
Devon and Somerset - - - - -	Worked by the Great Western.							
Didcot, Newbury, and Southampton Junction	600,000	200,000	800,000	—	—	—	—	—
Dowlais - - - - -	—	—	—	—	—	—	—	—
Dowlais Extension - - - - -	—	—	—	—	—	—	—	—
Dudley and Oldbury Junction - - -	100,000	33,000	133,000	—	—	—	—	—
East and West Junction - - - - -	300,000	698,688	998,688	300,000	Nil	—	—	—
East Cornwall Mineral (Calstock to Callington).	260,000	86,660	346,660	30,000	Nil	—	—	—
East Gloucestershire - - - - -	Worked by the Great Western.							
East Lincolnshire - - - - -	Leased to the Great Northern.							
East London - - - - -	Worked by the London, Brighton, and South Coast.							
East Norfolk - - - - -	Worked by the Great Eastern.							
Easton and Church Hope - - - - -	30,000	10,000	40,000	20,250	Nil	—	—	—
Ely and Bury St. Edmunds (Light) -	100,000	33,300	133,300	5,162	Nil	—	—	—
Ely and Clydach Valleys - - - - -	33,000	11,000	44,000	24,600	Nil	—	—	—
Ely and Newmarket - - - - -	100,000	33,333	133,333	—	—	—	—	—
Ely, Haddenham, and Sutton - - - -	Worked by the Great Eastern.							
Ely Valley - - - - -	Worked by the Great Western.							
Evesham and Redditch - - - - -	Worked by the Midland.							
Evesham, Redditch, and Stratford-upon-Avon Junction.	90,000	30,000	120,000	34,924	Nil	—	—	—



31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
—	—	—	15,000	—	—	4,950	5	4,950	19,950	—		
—	—	—	29,965	10,000	5	—	—	10,000	39,965	—	The lines are worked by a joint committee of the two Companies. The Cowes and Newport Company paid 24 <i>l</i> . for Land Rentcharges, and the Ryde and Newport Company 152 <i>l</i> . for Land Rentcharges in 1876.	
50,000	5	Nil	115,000	35,100	5	—	—	35,100	150,100	—		
—	—	—	15,000	8,000	5½	—	—	8,000	23,000	—		
53,160	5	4	142,764	48,100 24,950 1,175* 1,145* 25,746*	4 5 4 4½ 5	—	—	101,116	243,880	—	* Capitalized value of Rentcharges.	
—	—	—	114,000	—	—	—	—	—	114,000	—	The Lidford Extension having been transferred to the London and South-Western Railway Company, the authorised Capital of the Devon and Cornwall Company has been reduced by 346,633 <i>l</i> .	
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—	This Railway being the property of the Dowlais Iron Company, there is no separate capital for the Railway.	
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	300,000	—	—	399,901 52,822 198,688	5 6 —*	651,411	951,411	—	* Interest is payable only out of the net profit of the year during which it accrues, and in 1876 there was not any.	
30,000	6	Nil	60,000	15,000 5,000*	5 5	—	—	20,000	80,000	—	* Capitalized value of Land Rentcharges.	
—	—	—	20,250	—	—	—	—	—	20,250	—	Line not yet open for traffic.	
—	—	—	5,162	—	—	—	—	—	5,162	—		
—	—	—	24,600	—	—	—	—	—	24,600	—		
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	34,924	—	—	—	—	—	34,924	—	Line not open for traffic.	

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			Rate of Dividend paid.
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
<i>Exeter and Crediton</i> - - - -	<i>Leased to the London and South-Western.</i>								
Exmouth Docks and Railway - - -	60,000	15,000	75,000	60,000	Nil	—	—	—	—
Fal Valley - - - -	45,000	15,000	60,000	—	—	—	—	—	—
Fareham - - - -	40,000	13,300	53,300	—	—	—	—	—	—
<i>Faringdon</i> - - - -	<i>Worked by the Great Western.</i>								
Felixstowe Railway and Pier - -	170,000	56,600	226,600	127,871	Nil	—	—	—	—
Festiniog - - - -	176,185	42,000	218,185	86,185	5	—	—	—	—
Festiniog and Blaenau - - - -	20,000	12,850	32,850	11,482	Nil	—	—	—	—
Forecett - - - -	34,200	11,400	45,600	33,430	6	—	—	—	—
<i>Forest of Dean Central</i> - - - -	<i>Worked by the Great Western.</i>								
Freshwater, Yarmouth, and Newport -	180,000	43,000	173,000	—	—	—	—	—	—
Furness - - - -	4,243,500	1,365,066	5,608,566	1,642,000	6½	10,000 1,000,000	2½ 5	2½ 5	—
Garstang and Knot End - - - -	90,000	30,000	120,000	60,000	Nil	—	—	—	—
Golden Valley - - - -	60,000	20,000	80,000	2,964	Nil	—	—	—	—
Gorsedda Junction and Portmadoc - -	30,000	10,000	40,000	19,989	Nil	—	—	—	—
Great Eastern - - - -	21,152,578	10,183,871	31,336,449	8,350,228 1,765,860 826,885	3¼ 3¼ Nil	23,750 669,375 109,600 3,734,827 105,000 761,817 80,654	3½ 4 4½ 5 5½ 6 7	3½ 4 4½ 5 5½ 6 7	—
Leased to or worked by the Great Eastern.	Colchester, Stour Valley, Sudbury, and Halstead.	250,000	83,000	333,000	228,675	3½	—	—	—
	East Norfolk - - - -	270,000	89,900	359,900	63,072	Nil	—	—	—
	Ely, Haddenham, and Sutton -	96,000	32,000	128,000	36,000 57,960*	1- Nil	—	—	—
	Hunstanton and West Norfolk -	195,000	65,000	260,000	75,000 60,000	2 7½	—	—	—
	London and Blackwall - - -	1,982,180	656,000	2,638,180	1,584,125	4½	—	—	—
	Lowestoft Railway and Harbour -	240,000	—	240,000	—	—	120,000 120,000	4 6	4 6
	Mellis and Eye - - - -	15,000	5,000	20,000	14,691	Nil*	—	—	—

31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	60,000	15,000	5	—	—	15,000	75,000	—	The railway is merely a branch line over which the trains of the London and South-Western Railway carry goods to the docks.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	127,871	—	—	—	—	—	127,871	—	Line in course of construction.
40,000	5	5	126,185	7,400 4,600	4½ 5	—	—	12,000	138,185	—	In addition to paying interest on capital the Company paid 1,475 <i>l.</i> for way-leaves, and 272 <i>l.</i> for rents, in the year 1876.
—	—	—	11,482	12,850	5	—	—	12,850	24,332	—	As at 28th February 1877.
—	—	—	33,430	1,620 8,380	4½ 5	—	—	10,000	43,430	—	
—	—	—	—	—	—	—	—	—	—	—	
227,000	4½	4½	3,780,640	200,342	4	894,262	4	1,113,004	4,893,644	—	
367,140	5	5		18,400	4½						
298,000	6	6									
227,500	8	8									
9,000	10	10									
17,100	5	Nil	77,100	16,100	5	—	—	16,100	93,200	—	
—	—	—	2,964	—	—	—	—	—	2,964	—	
1,400	5	—*	21,389	800 5,800	6 8	—	—	6,600	27,989	—	*The preference shares were only issued in December 1876, and no dividend has yet become payable on them.
916,454	4½	4½	20,614,701	1,087,489	4	2,022,195	4	9,908,167	30,522,868	331,130	
3,212,142	5	5		1,241,505	4½	128,435	4½				
58,109	6½	6½		306,927	4½	488,217	4½				
				10,184	5	1,510,000	5				
				199,100	5	2,914,115	5				
30,250	5	5	258,925	—	—	—	—	—	258,925	—	
97,090	6	1½	160,162	19,100 29,300	5 6	—	—	48,400	208,562	—	
—	—	—	93,960	—	—	12,000	5	12,000	105,960	—	*Extension stock; line in course of construction.
16,000	4½	4½	151,000	—	—	20,000 25,000	4½ 5	45,000	196,000	—	
250,055	4½	4½	1,834,180	48,300	4½	516,360	4½	564,660	2,398,840	—	
—	—	—	240,000	—	—	—	—	—	240,000	—	
—	—	—	14,691	3,025	5	—	—	3,025	17,716	—	* By a resolution of the Shareholders the balance of net revenue after payment of interest on loans is applied in reduction of the loan capital.



NAME OF COMPANY.			AUTHORISED CAPITAL.			PAID-UP STOCK AND				
			By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
						Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Great Eastern— <i>cont.</i>			£	£	£	£	Per cent.	£	Per cent.	Per cent.
Leased to or worked by the Great Eastern.	Northern and Eastern	- -	1,180,400	307,800	1,488,200	847,800 264,730	5 6	63,000 3,910	5 6	5 6
	Saffron Walden	- - -	120,000	39,000	159,000	94,745	Nil	—	—	—
	Tendring Hundred	- -	155,000	133,852	288,852	99,275	Nil	—	—	—
	Wivenhoe and Brightlingsea <i>See also "Tottenham and Hampstead Junction."</i>	-	40,000	13,000	53,000	24,955	Nil	—	—	—
Great Marlow			- - - -	18,000	6,000	24,000	8,280	Nil	—	—
Great Northern			- - - -	21,393,725	7,128,725	28,522,450	7,331,120 1,159,275 1,159,275 142,847 269,260	5½ 6 5 3½*	—	—
Leased to or worked by the Great Northern.	East Lincolnshire	- - -	600,000	—*	600,000	600,000	6	—	—	—
	Hatfield and St. Albans	- -	85,000	28,000	113,000	57,980	Nil	—	—	—
	Horncastle	- - -	48,000	13,000	61,000	48,000	8½	—	—	—
	Louth and Lincoln	- - -	277,000	92,000	369,000	250,000	Nil	—	—	—
	Muswell Hill Estate	- - -	70,000	—	70,000	70,000	3½	—	—	—
	Nottingham and Grantham Railway and Canal.	- - -	1,014,000	265,000	1,279,000	1,014,000	4½	—	—	—
	Royston and Hitchin	- -	346,667	115,466	462,133	266,675	6	—	—	—
	Spilsby and Firsby	- - -	25,000	8,333	33,333	25,000	Nil	—	—	—
	Stamford and Essendine	- -	140,000	46,000	186,000	121,500	Nil	—	—	—
	Wainfleet and Firsby	- -	18,000	6,000	24,000	18,000	Nil	—	—	—
Extension to Skegness <i>See also the "Cheshire Lines Committee," "Midland and Eastern," and "Norwich and Spalding."</i>			-	27,000	9,000	36,000	27,000	Nil	—	—
Great North of England, Clarence, and Harlepool Junction.			Leased to the North-Eastern.							
Great Western			- - - -	46,453,532	16,110,608	62,564,140*	14,957,211	4	19,623,190	5
Leased to or worked by the Great Western.	Abingdon	- - -	20,000	5,000	25,000	15,000	6	—	—	—
	Alcester	- - -	50,000	16,650	66,650	50,000	1½	—	—	—
	Bala and Dolgelly	- - -	180,000	58,900	238,900	168,830	2½	—	—	—
	Berks and Hants Extension	-	298,000	99,000	397,000	108,725	3½	—	—	—
	Bridport	- - -	85,000	21,600	106,600	64,431	½	—	—	—
	Bristol and North Somerset	- -	475,000	157,800	632,800	410,072	Nil	—	—	—
	Bristol and Portishead Pier and Railway (including the Capital of the Portishead Dock Undertaking).	-	515,000	171,600	686,600	349,167	Nil	—	—	—

31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	1,179,440	—	—	—	—	—	1,179,440	—	
24,770	3	1	119,515	30,985	4	—	—	30,985	150,500	—	
—	—	—	99,275	—	—	73,515 34,852	2 3½	108,367	207,642	—	
14,640	6	Nil	39,595	9,080	5	—	—	9,080	48,675	—	From the 30th June 1876 the line was worked independently. The traffic, receipts, and working expenses for the whole year are, however, included in the Great Eastern returns.
9,720	5	4	18,000	5,500	5	—	—	5,500	23,500	—	
1,263,700	4½	4½	20,627,672	5,350	3½	6,616,103	4	6,706,453	27,334,125	3,019,889	* At the rate of 3½ per cent. per annum from 5th August 1876.
5,655,000	4½	4½		22,900	4	53,000	5				† Dividend to accrue from 1st July 1877.
1,298,263	5	5		9,100	4½						‡ Dividend to accrue from 1st January 1878.
575,000	6	6									
1,500,000	4½	†									
273,932	4½	†									
—	—	—	600,000	—	—	—	—	—*	600,000	—	* Borrowing powers (200,000 <i>l.</i> ) exercised by the Great Northern Railway Company, which Company guarantees the dividend on the ordinary capital.
—	—	—	57,980	23,000	5	—	—	23,000	80,980	—	
—	—	—	48,000	13,000	4½	—	—	13,000	61,000	—	
27,000	6	Nil	277,000	92,000	5	—	—	92,000	369,000	—	
—	—	—	70,000	—	—	—	—	—	70,000	—	
—	—	—	1,014,000	—	—	—	—	—	1,014,000	—	
—	—	—	266,675	—	—	—	—	—	266,675	—	
—	—	—	25,000	8,333	5	—	—	8,333	33,333	—	
18,500	5	5	140,000	—	—	16,600 150	4½ 5	16,750	156,750	—	
—	—	—	18,000	6,000	5	—	—	6,000	24,000	—	
—	—	—	27,000	9,000	5	—	—	9,000	36,000	—	
84,200	4½	4½	44,644,605	2,700	3½	7,491,569	4	15,030,103	59,674,708	1,478,647	As at 31st January 1877.
9,777,758	5	5		74,120	3½	918,966	4½				* This does not include some permissive powers, which as yet have not been exercised, in relation to the assumption of the borrowing powers of other Companies, and to the creation of Capital for the acquisition of or the subscribing towards the undertakings of other Companies; nor does it include Capital authorised to be raised jointly with other Companies.
202,246	5	†		225,254	4	3,804,313	4½				† Dividend deferred to 1st Jan. 1883.
				255,930	4½	2,079,968	5				‡ Capitalised value of rentcharges.
				21,750	4½						
				2,110	4½						
				56,070	5						
				29,763½	4½						
				67,590½	5						
600	5	5	15,600	5,000	4½	—	—	5,000	20,600	—	
—	—	—	50,000	16,650	4	—	—	16,650	66,650	—	Line opened for traffic 4th September 1876.
—	—	—	168,830	49,100 1,180	4½ 5	—	—	50,280	219,110	—	
50,000	5	5	158,725	93,500 5,500	4 4½	—	—	99,000	257,725	—	
20,000	6	6	84,431	21,600	5	—	—	21,600	106,031	—	
—	—	—	410,072	—	—	124,500	5	124,500	534,572	—	
59,305	5	Nil	408,472	80,766 8,240*	5 5	—	—	89,006	497,478	—	* Capitalized value of Land Rent-charges.

NAME OF COMPANY.		AUTHORISED CAPITAL.			PAID-UP STOCK AND				
		By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
					Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
		£	£	£	£	Per cent.	£	Per cent.	Per cent.
Great Western— <i>cont.</i>									
Buckfastleigh, Totnes, and South Devon.		96,000	32,000	128,000	65,874	Nil	—	—	—
Calne - - - - -		35,000	43,600	78,600	20,820	Nil	—	—	—
Coleford, Monmouth, Usk, and Pontypool.		160,000	50,000	210,000	160,000	5	—	—	—
Cornwall - - - - -		1,645,060	548,000	2,193,060	575,460	Nil	799,600	4½	4½
Corwen and Bala - - - -		144,000	40,000	184,000	120,000	3½	—	—	—
Culm Valley Light - - - -		35,000	11,000	46,000	24,125	Nil	—	—	—
Devon and Somerset - - -		272,700	596,000	868,700	259,582	Nil	—	—	—
East Gloucestershire - - -		225,000	75,000	300,000	206,500	Nil	—	—	—
Ely Valley - - - - -		83,000	27,300	110,300	35,000* 48,000	— 5½	—	—	—
Faringdon - - - - -		27,500	9,100	36,600	10,000	Nil	—	—	—
Forest of Dean Central - -		81,000	26,660	107,660	39,517	Nil	—	—	—
Kington and Eardisley - -		160,000	83,000	243,000	63,930	Nil	—	—	—
Leominster and Kington - -		120,000	39,000	159,000	92,030	4	—	—	—
Llanelli Railway and Dock -		364,000	121,000	485,000	200,000	8½	—	—	—
Llangollen and Corwen - -		110,000	30,000	140,000	90,000	3	—	—	—
Llynvi and Ogmore - - -		1,055,000	351,000	1,406,100	163,780 363,540	4½ 6	130,920	5	5
Marlborough - - - - -		51,000	15,000	66,000	30,830	1¾	—	—	—
Milford - - - - -		70,000	23,000	93,000	58,430	1⅞	—	—	—
Minehead - - - - -		60,000	—	60,000	15,000	Nil	—	—	—
Monmouthshire Railway and Canal		1,545,000	512,450	2,057,450	830,000	6½	—	—	—
Much Wenlock and Severn Junction		89,000	23,000	112,000	28,690	2½	20,000	5	4½
Nantwich and Market Drayton -		120,000	40,000	160,000	119,360	4½	—	—	—
Ross and Monmouth - - -		160,000	53,000	213,000	80,000	Nil	—	—	—
South Devon (in respect of the Railway).		3,129,094	1,073,553	4,202,647	1,564,665	2¾	—	—	—
In respect of the Plymouth Great Western Docks. (The docks are vested in the "Great Western" and "South Devon" Railway Companies. The shareholders are registered in the books of the "South Devon" Railway Company as holders of that Company's stock.)		300,000* 91,012	89,342	480,354	2,832	2¾	—	—	—
Stratford-upon-Avon - - -		107,500	26,700	134,200	64,918	8½	—	—	—

 Leased to or worked by the Great Western—*cont.*



31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
30,000	5	Nil	95,874	7,077 11,740	4½ 5	13,150	4	31,967	127,841	—	
—	—	—	20,820	31,320 11,600	4 5	—	—	42,920	63,740	—	
—	—	—	160,000	50,000	5	—	—	50,000	210,000	—	
—	—	—	1,375,060	16,952 12,546 900	4 4¼ 4½	427,161	4½	457,559	1,832,619	—	
2,400	5	5	122,400	40,000	4¼	—	—	40,000	162,400	2,400	
—	—	—	24,125	8,000	4½	—	—	8,000	32,125	—	Opened for traffic 1st July 1876.
12,000	5	Nil	271,582	—	—	165,878 427,807	5* 6†	593,685	865,267	6,645	* Nothing paid. † 2½ per cent. paid during the year 1876.
—	—	—	206,500	73,400	4½	—	—	73,400	279,900	—	
—	—	—	83,000	6,400 2,300	4¼ 4½	15,000	4½	23,700	106,700	—	* Amount held by the Great Western Railway Company, on which no dividend is paid.
5,060	5½	Nil	15,060	7,500	5	—	—	7,500	22,560	—	
40,850	6	Nil	80,367	25,626	5	—	—	25,626	105,998	—	
59,840	5	Nil	123,770	13,700 69,300	4½ 5	—	—	83,000	206,770	—	
20,360	4½	4½	112,390	31,000 8,000	4½ 4¾	—	—	39,000	151,390	—	
45,569 64,000* 54,431	5 5 6	5 8½ 6	364,000	32,300 1,400 19,650 600	4 4¼ 4½ 5	65,750 1,300	4 5	121,000	485,000	—	* This Stock is entitled to participate pari passu with the Ordinary Stock in any dividend above 5 per cent.
2,568	5	5	92,568	21,850 5,500 2,650	4½ 4½ 5	—	—	30,000	122,568	1,000	
185,940	5	5	844,180	14,340 21,670 37,976	4 4½ 5	86,923 13,778 36,364	4 4½ 5	211,051	1,055,231	—	
4,800	6	6	35,630	1,000 11,600 265 2,100*	4 4½ 5 5	—	—	14,965	50,595	—	* Capitalized value of Rent-charge.
—	—	—	58,430	6,400 7,800	4 4½	—	—	14,200	72,630	—	
45,000	4½	4½	60,000	—	—	—	—	—	60,000	—	
404,844	5	5	1,234,844	2,900 27	4½ 5	170,525 211,739	4 4½	385,191	1,620,035	60,000	
15,000	5	5	63,690	8,000	4½	—	—	8,000	71,690	20,000	
—	—	—	119,360	26,300	4½	—	—	26,300	145,660	—	
80,000	6	6	160,000	47,100 5,548*	4½ 5	—	—	52,648	212,648	—	* Capitalized value of Rent-charge.
254,925 968,963	4½ 5	4½ 5	2,788,553	276,405 13,340 1,000 6,400	4 4¼ 4½ 5	55,248 610,367	4 5	962,760	3,751,313	52,500	
88,180	5	5	91,012	54,550 12,949 1,000† 20,800†	4 4½ 4½ 5	—	—	89,299	180,311	—	As at the 31st January 1877. * Of this amount 200,000 <i>l.</i> is included in the Return made by the Great Western Railway Company. † Capitalized value of Rent-charges.
42,200	5	5	107,118	9,200 8,500 7,400	4 4½ 4½	—	—	25,100	132,218	25,000	

Opened for traffic 1st July 1876.

\* Nothing paid.

† 2½ per cent. paid during the year 1876.

\* Amount held by the Great Western Railway Company, on which no dividend is paid.

\* This Stock is entitled to participate pari passu with the Ordinary Stock in any dividend above 5 per cent.

\* Capitalized value of Rent-charge.

\* Capitalized value of Rent-charge.

As at the 31st January 1877.  
\* Of this amount 200,000*l.* is included in the Return made by the Great Western Railway Company.

† Capitalized value of Rent-charges.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Great Western— <i>cont.</i>	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Vale of Llangollen - - -	96,000	23,000	119,000	44,700	5½	—	—	—
Wellington and Drayton - - -	300,000	33,333	333,333	251,120	4½	—	—	—
Wellington and Severn Junction - -	60,000	10,000	70,000	59,862	5	—	—	—
Wenlock - - - - -	125,000	41,500	166,500	60,000 20,000* 20,000*	2½ 4½ Nil	—	—	—
West Cornwall Committee—Great Western and South Devon Railway Companies in respect of the.	1,000,000	—	1,000,000	—	—	809,493 86,000	4½ 5	4½ 5
West Somerset - - - - -	144,000	40,000	184,000	67,796	1½	—	—	—
Witney - - - - -	50,000	33,000	83,000	36,991	3½	—	—	—
Worcester, Bromyard, and Leominster	210,000	159,500	369,500	108,404	Nil	—	—	—
Wye Valley - - - - - <i>See also "Birkenhead," "Hammersmith and City," "Ludlow and Cleve Hill," "Shrewsbury and Hereford," "Tenbury," "Vale of Towy," "Victoria Station and Pimlico," "West London," and "Weymouth and Portland."</i>	335,000	111,400	446,400	230,000	6	—	—	—
Great Yarmouth and Stalham (Light) -	98,000	32,600	130,600	—	—	—	—	—
Gwendraeth Valleys - - - - -	100,000	33,300	133,300	100,000	Nil	—	—	—
Halesowen and Bromsgrove Branch Railways	192,000	64,000	256,000	89,030	Nil	—	—	—
Hammersmith and City - - - - - Great Western and Metropolitan Railway Companies jointly in respect of the.	340,000	91,000	431,000	—	—	141,260 179,884	5 5½	5 5½
Harborne - - - - -	<i>Worked by the London and North-Western.</i>							
Harrow and Rickmansworth - - -	150,000	50,000	200,000	—	—	—	—	—
Hatfield and St. Albans - - - -	<i>Worked by the Great Northern.</i>							
Hayling Railways - - - - -	<i>Leased to the London, Brighton, and South Coast.</i>							
Hemel Hempstead and London and North-Western.	190,000	63,200	253,200	35,130	Nil	—	—	—
Henley-in-Arden and Great Western Junction	30,000	10,000	40,000	—	—	—	—	—
Hereford, Hay, and Brecon - - -	<i>Leased to the Midland.</i>							
Hexham and Allendale - - - - -	<i>Vested in the North-Eastern under 39 &amp; 40 Vict. c. 102.</i>							
Horncastle - - - - -	<i>Worked by the Great Northern.</i>							
Hoyle and Birkenhead Railway and Tramway.	94,000	—	94,000	70,000	Nil	—	—	—
Hunstanton and West Norfolk - -	<i>Worked by the Great Eastern.</i>							
Hylton, Southwick, and Monkwearmouth -	50,000	16,600	66,600	15,700	Nil	—	—	—
Isle of Wight - - - - -	246,360	162,900	409,260	131,410	3½	—	—	—
Isle of Wight (Newport Junction) - -	134,000	44,600	178,600	56,700	Nil	—	—	—

1st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£ 28,124	Per cent. 5	Per cent. 5	£ 72,824	£ 13,000	Per cent. 4½	—	—	£ 23,000	£ 95,824	£ 600	
				9,900	4½						
				100	5						
—	—	—	251,120	—	—	—	—	—	251,120	—	
—	—	—	59,862	2,830	4	—	—	2,830	62,692	—	
25,000	5	5	125,000	35,029	4½	—	—	41,500	166,500	—	* Amounts subscribed by the "Great Western" and "Much Wenlock and Severn Junction" Railway Companies; the "Great Western" pay the latter Company 4½ per cent. per annum on the amount it has subscribed. † Capitalized value of Rent-charges.
				6,471†	4						
—	—	—	895,493	—	—	—	—	—	895,493	—	
52,200	5	5	142,576	—	—	40,000	4	40,000	182,576	—	
21,540	5	5									
1,040	5	5									
12,150	5	5	49,141	33,000	4½	—	—	33,000	82,141	—	
—	—	—	108,404	—	—	91,662	5	91,662	200,066	—	
47,765	5	5	277,765	—	—	76,600	5	76,600	354,365	—	Line opened for traffic on the 1st November 1876. Interest at the rate of 6 per cent. per annum is guaranteed by the contractor for five years to 1st July 1879.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	100,000	33,300	5	—	—	33,300	133,300	—	
—	—	—	89,030	—	—	—	—	—	89,030	—	
—	—	—	321,144	14,000	4	—	—	29,000	350,144	—	
				11,150	4½						
				3,850	4½						
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	35,130	—	—	—	—	—	35,130	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	70,000	—	—	—	—	—	70,000	—	
—	—	—	15,700	—	—	—	—	—	15,700	—	
67,210	5	5	198,620	6,056*	5	134,163	5	140,219	338,839	—	* Capitalized value of Rent-charges.
50,000	6	3	106,700	1,400	4½	—	—	44,155	150,855	—	* Capitalized value of Land Rentcharges.
				28,845	5						
				10,100	6						
				3,810*	5						



NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
Keighley and Worth Valley - - -	Worked by the Midland.								
Kendal and Windermere - - -	Leased to the London and North-Western.								
Kettering, Thrapstone, and Huntingdon -	Worked by the Midland.								
Kingsbury and Harrow - - - -	—*	—*	—*	—	—	—	—	—	—
King's Lynn Docks and Railway - -	135,500	45,160	180,660	59,408	2	—	—	—	—
Kington and Eardisley - - - -	Worked by the Great Western.								
Lancashire and Yorkshire - - -	24,666,958	8,121,519	32,788,477	14,116,594	5 <sup>7</sup> / <sub>8</sub>	2,654,048	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	
See also the "North Union" and "Preston and Wyre."						90,780	4 <sup>1</sup> / <sub>2</sub>	5 <sup>2</sup> / <sub>8</sub>	
						3,338,470	5	5	
						260,050	5 <sup>23</sup> / <sub>100</sub>	5 <sup>23</sup> / <sub>100</sub>	
						794,040	6	6	
						287,793	6	6 <sup>1</sup> / <sub>8</sub>	
Lancashire Union - - - -	Worked by the London and North-Western.								
Lancaster and Carlisle - - - -	Leased to the London and North-Western.								
Leeds, Castleford, and Pontefract Junction -	Amalgamated with the North-Eastern under 39 & 40 Vict. c. 102.								
Leeds, Roundhay Park, and Osmondthorpe Junction.	160,000	53,000	213,000	2,449	Nil	—	—	—	
Leominster and Bromyard - - -	210,000	70,000	280,000	—	—	—	—	—	
Leominster and Kington - - - -	Worked by the Great Western.								
Liskeard and Caradon - - - -	30,825	10,000	40,825	23,625	2 <sup>1</sup> / <sub>2</sub>	—	—	—	
Liskeard and Looe Union Railway and Canal.	26,000	14,000	40,000	26,000	2 <sup>1</sup> / <sub>2</sub>	—	—	—	
Liskeard and Looe Union Railway and Canal	Worked by the Liskeard and Caradon.								
Llanelly and Mynydd Mawr - - -	60,000	20,000	80,000	4,858	Nil	—	—	—	
Llanelly Railway and Dock - - -	Worked by the Great Western.								
Llangollen and Corwen - - - -	Leased to the Great Western.								
Llantrissant and Taff Vale Junction - -	Leased to the Taff Vale.								
Llynvi and Ogmore - - - -	Worked by the Great Western.								
London and Aylesbury - - - -	197,000	65,000	262,000	—	—	—	—	—	
London and Blackwall - - - -	Leased to the Great Eastern.								
London and Greenwich - - - -	Leased to the South-Eastern.								
London and North-Western - - -	53,179,195	22,976,183	76,155,378	31,160,083 144,495*	6 <sup>5</sup> / <sub>8</sub> 4 <sup>5</sup> / <sub>12</sub>	—	—	—	

31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
—	—	—	—	—	—	—	—	—	—	—	* By 37 & 38 Vict. c. 149. the power to raise the capital for the construction of the line is conferred upon the "Metropolitan" and "Metropolitan and St. John's Wood" Companies jointly.	
9,500 19,450	6 6	6 6	88,358	25,160	5	—	—	25,160	113,518	—		
—	—	—	21,541,775	4,000 203,618 1,719,511	3½ 3½ 4	1,000 4,999,904	3½ 4	6,928,033	28,469,808	—		
—	—	—	2,449	—	—	—	—	—	2,449	—		
—	—	—	—	—	—	—	—	—	—	—		
7,200	5	5	30,825	8,500	5	—	—	8,500	39,325	—		
—	—	—	26,000	1,500 10,350 1,550	4 4½ 5	—	—	13,400	39,400	650		
—	—	—	4,858	—	—	—	—	—	4,858	—		
—	—	—	—	—	—	—	—	—	—	—		
315,400 1,817,858 724,075 12,976,223 183,400 220,840	2½ 4 4½ 5 6 10	2½ 4 4½ 5 6 10	47,542,374	23,000 180,500 1,527,094 154,151 30,313 8,095	3½ 3½ 4 4½ 4½ 5	31,700 19,288,911	3½ 4	21,243,764†	68,786,138	3,614,800	<p><i>Note.</i>—For the half year ended 30th June 1876 Dividend was also paid on 120,000<i>l.</i> at the rate of 2 per cent. per annum, and on 145,000<i>l.</i> at the rate of 4 per cent. per annum, Share Capital of the Wolverhampton and Walsall line, but not for the half year ended 31st December, the line having been in the meantime transferred to the Midland Company.</p> <p>* Stour Valley Stock entitled to two-thirds ordinary "London and North-Western" dividend.</p> <p>† Including 260,461<i>l.</i> of Loan Capital of Lines leased to or amalgamated with the "London and North-Western," and for the interest on which that Company is liable.</p>	

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
London and North-Western— <i>cont.</i>	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Buckinghamshire	1,245,000	—*	1,245,000	1,245,000	4†	—	—	—
Chester and Holyhead	3,455,000	—*	3,455,000	—	—	2,100,000 725,000 630,000	2½ 5 5½	2½ 5 5½
Cromford and High Peak	227,700	92,825	320,525	127,700	9 20	—	—	—
Harborne	100,000	33,000	133,000	55,990	Nil	—	—	—
Kendal and Windermere	175,000	56,000	231,000	—	—	111,700 49,820	3 6	3 6
Lancashire Union	530,000	175,000	705,000	530,000	5	—	—	—
Lancaster and Carlisle	2,991,130	463,333	3,454,463	2,420,300	11½	—	—	—
Mold and Denbigh Junction	325,000	247,000	572,000	73,000 76,000* 76,000†	Nil Nil Nil	—	—	—
Shropshire Union Railways and Canal.	636,643	357,500	994,143	636,643	3-6 18	—	—	—
Watford and Rickmansworth <i>See also "Birkenhead," "Ludlow and Cleve Hill," "Manchester, South Junction, and Altrincham," "North and South-Western Junction," "North Union," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," "Preston and Wyre," "Shrewsbury and Hereford," "Tenbury," "Vale of Towry," and "West London."</i>	70,000	23,000	93,000	31,730	Nil	—	—	—
London and South-Western	15,480,809	5,789,396	21,270,205	8,650,263	5½	357,559 105,000 22,426	4 4½ 5	4 4½ 5
Bishop's Waltham	No Return.	—	—	—	—	—	—	—
Exeter and Crediton	145,000	34,999	179,999	110,000	37 8	—	—	—
Lymington	34,000	7,000	41,000	22,140	6	—	—	—
Mid-Hants	175,000	225,000	400,000	63,681	Nil	—	—	—
Poole and Bournemouth	60,000	20,000	80,000	60,000	Nil	—	—	—
Salisbury and Dorset Junction	196,000	107,000	303,000	140,487	Nil	—	—	—
Salisbury and Yeovil	700,000	232,733	932,733	326,765	11½	—	—	—
Salisbury Railway and Market House	17,000	4,600	21,600	12,000	4½	—	—	—
Seaton and Beer	48,000	16,000	64,000	36,000	Nil	—	—	—
(Axmouth Bridge)	3,000	1,000	4,000	3,000	Nil	—	—	—



31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	1,245,000	—	—	—	—	—	1,245,000	—	* Borrowing powers merged in those of the "London and North-Western" Company.
—	—	—	3,455,000	—	—	—	—	—	3,455,000	—	† Guaranteed by the "London and North-Western" Company.
20,000	4½	4½	167,700	—	—	46,915	1½	78,825	246,525	3,750	* The Borrowing powers of the Chester and Holyhead Railway are transferred to the "London and North-Western" Company.
20,000	4½	4½		—	—	31,910	3				
—	—	—	55,990	38,208*	5	—	—	38,208	94,198	—	* Capitalized value of Rent-charges.
—	—	—	161,520	11,860	3¾	—	—	55,299	216,819	—	
				43,239	4						
				200	4½						
—	—	—	530,000	12,600	3¾	—	—	174,395	704,395	206,125	
				161,795	4						
456,000	4½	4½	2,876,300	—	—	—	—	—	2,876,300	40,876	
100,000	5	Nil	325,000	12,215†	5	40,000	5	259,215	584,215	—	* Preferred Stock.
						137,000	5				† Deferred Stock.
						70,000	5				‡ Capitalized value of Land Rentcharges.
—	—	—	636,643	—*	—	—*	—	—*	636,643	—	The shares of this Company are in course of conversion into "London and North-Western" Company's shares.
											* Loan Capital included in that of the "London and North-Western" Company.
3,200	5	Nil	34,930	13,500	5	—	—	13,500	48,430	—	
4,400	4	4	14,685,900	6,100	3½	1,000,000	4	5,388,485	20,074,385	879,697	
3,800,000	4½	4½		71,877	4	2,854,589	4				
1,575,000	5	5		10,000	4½	692,088	4½				
171,252	7	7				753,831	4½				
—	—	—	—	—	—	—	—	—	—	—	There are neither Directors nor officers to make the Return.
20,000	5	5	130,000	12,450	4	—	—	24,250	154,250	—	
				850	4½						
				10,950	4½						
11,860	5½	5½	34,000	3,000	4½	—	—	7,000	41,000	—	
				4,000	5						
25,000	5	Nil	88,681	15,480*	5	209,140	5	224,620	313,301	—	* Capitalized value of Rent-charges.
—	—	—	60,000	—	—	20,000	8	20,000	80,000	—	
10,730	5	5	151,217	2,000	4½	54,140	4	93,412	244,629	—	* Capitalized value of Rent-charges.
				10,235*	4	21,100	5				
						5,937	5				
268,114	5	5	594,879	500	3¾	188,040	4½	205,440	800,319	—	
				500	4						
				16,400	4½						
1,000	6	6	13,000	1,000	4½	—	—	3,500	16,500	—	
				2,500	5						
12,000	5	Nil	48,000	11,200	5	—	—	16,000	64,000	—	* Capitalized value of Land Rentcharge.
				4,000	5						
				800*	5						
—	—	—	3,000	—	—	—	—	—	3,000	—	

			AUTHORISED CAPITAL.			PAID-UP STOCK AND				
NAME OF COMPANY.			By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
						Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
			£	£	£	£	Per cent.	£	Per cent.	Per cent.
London and South-Western—cont.										
Leased to or worked by the London and South-Western—cont.	{	Sidmouth - - -	196,000	65,300	261,300	52,769	1 $\frac{7}{8}$	—	—	—
		Staines, Wokingham, and Woking.	340,000	103,000	443,000	255,100	5 $\frac{1}{8}$	—	—	—
See also "Weymouth and Portland."										
London, Brighton, and South Coast	- -		15,351,175	5,208,832	20,560,007	4,226,203 1,306,870* 1,306,870†	5 6 4	1,955,860	5	5
Leased to or worked by the London, Brighton, and South Coast.	{	East London -	1,800,000	1,366,600	3,166,600	1,398,421	Nil	—	—	—
		Hayling Railways	66,000	21,900	87,900	44,234	Nil	—	—	—
See also "Victoria Station and Pimlico," and "West London Extension."										
London, Chatham, and Dover	- - -		15,513,333	6,469,273	21,982,606	10,190,188	Nil	150,637	4 $\frac{1}{2}$	4 $\frac{1}{2}$
Leased to or worked by the London, Chatham, and Dover.	{	Mid-Kent (Bromley to St. Mary's Cray).	70,000	23,000	93,000	61,550	4	—	—	—
		Sevenoaks, Maidstone, and Tunbridge.	722,000	126,046	848,046	119,279 84,322	Nil Nil	211,000*	4 $\frac{1}{2}$	4 $\frac{1}{2}$
See also "Victoria Station and Pimlico."										
Londonderry (Seaham to Sunderland)	-	Private property.								
London, Essex and Kent Coast Junction	-		510,000	170,000	680,000	—	—	—	—	—
London, Tilbury, and Southend	- - -		812,000	270,000	1,082,000	650,650	3 $\frac{5}{8}$	—	—	—
Longton, Adderley Green, and Bucknall -			Worked by the North Staffordshire.							
Lostwithiel and Fowey	- - - -		30,000	10,000	40,000	15,102	Nil	—	—	—
Louth and East Coast	- - - -		96,000	32,000	128,000	54,995	Nil	—	—	—
Louth and Lincoln - - - -			Worked by the Great Northern.							
Lowestoft Railway and Harbour - - -			Leased to the Great Eastern.							
Ludlow and Clee Hill	- - -		30,000	12,000	42,000	30,000	Nil	—	—	—
Lymington - - - -			Worked by the London and South-Western.							
Lynn and Fakenham	- - -		150,000	50,000	200,000	—	—	—	—	—
Macclesfield Committee	- - -		—	—	—	—	—	—	—	—
Maenclochog - - - -			Private property.							
Malmesbury	- - - -		60,000	20,000	80,000	50,137	Nil	—	—	—
Manchester and Milford	- - - -		610,300	190,100	800,400	323,050	Nil	—	—	—

31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.			CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	52,769	—	—	22,000	5	22,000	74,769	—	
50,000	5	5	305,100	15,400 22,185 50,410 2,000	4 4½ 4½ 5	—	—	89,995	395,095	—	
260,221 1,988,003 3,612,365	4 4½ 5	4 4½ 5	14,656,392	5,800 50,200 21,700	4 4½ 4½	1,306,239 3,429,571	4 4½	4,813,510	19,469,902	—	* Preferred Stock. † Deferred Stock.
400,000	5	Nil	1,798,421	16,250	6	88,410 5,650 1,255,650	5 5½ 6	1,365,960	3,164,381	—	
16,000	5	5	60,234	—	—	21,900	4½	21,900	82,134	—	
5,035,833	4½	1½	15,376,658	—	—	6,240,207	4½	6,240,207	21,616,865	—	
—	—	—	61,550	23,000	4½	—	—	23,000	84,550	—	
132,000	5	Nil	546,601	6,500 1,500	5 6	113,546	4½	121,546	668,147	—	* Guaranteed by the London, Chatham, and Dover Railway Company.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	650,650	24,700 500	4½ 4½	151,800	4½	177,000	827,650	—	
11,455	5	Nil	26,557	6,200 3,800	5 6	—	—	10,000	36,557	—	
—	—	—	54,995	—	—	—	—	—	54,995	—	
—	—	—	30,000	10,000 2,000*	5 4½	—	—	12,000	42,000	—	The line is leased to the "Great Western" and "London and North-Western" Companies jointly. *Capitalized value of Land Rentcharge.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	18,550	4½	—	—	18,550	18,550	—	The line is owned by the "Manchester, Sheffield, and Lincolnshire" and "North Staffordshire" Railway Companies, who provide the Capital. The existing loans will be paid off as they fall due.
—	—	—	50,137	14,500	4½	—	—	14,500	64,637	—	Railway in course of construction.
190,200	5	Nil	513,250	500 163,740	4½ 5	—	—	164,240	677,490	—	



## No. 1.—AMOUNT of CAPITAL, &amp;c., upon the

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Manchester, Sheffield, and Lincolnshire	£ 18,615,998	£ 6,737,236	£ 25,353,234	£ 3,638,293	2½	£ 366,698	3¼	3¼
See also the "Cheshire Lines Committee," "Macclesfield Committee," "Manchester, South Junction, and Altrincham," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," and "Sheffield and Midland Committee."				927,130*	4½	448,980	4	4
				927,130†	Nil	225,000	4½	4½
						559,506	4½	4½
						1,938,168	5	5
						1,131,120	6	6
						741,020	7	7
Manchester South District	-	-	-	Powers transferred to the "Manchester, Sheffield, and Lincolnshire" and "Midland"				
Manchester, South Junction, and Altrincham	—	216,666	216,666	—	—	—	—	—
Marlborough	-	-	-	Worked by the Great Western.				
Maryport and Carlisle	592,000	190,000	782,000	705,300	10½	2,000	4	10½
Mawddwy	21,000	7,000	28,000	21,000	Nil	—	—	—
Mellis and Eye	-	-	-	Worked by the Great Eastern.				
Merionethshire	80,000	26,000	106,000	6,872	Nil	—	—	—
Merrybent and Darlington	60,000	20,000	80,000	54,540	Nil	—	—	—
Mersey	650,000	216,600	866,600	47,860	Nil	—	—	—
Methley Railway Joint Committee	—	—	—	—	—	—	—	—
Metropolitan	6,025,000	2,503,016	8,528,016	4,016,730	4½	—	—	—
				70,820*	6	—	—	—
				70,820†	2½	—	—	—
Metropolitan and St. John's Wood	925,000	307,000	1,232,000	300,000	Nil	—	—	—
See also "Hammersmith and City."								
Metropolitan and St. John's Wood	-	-	-	Worked by the Metropolitan.				
Metropolitan and South-Western Junction	240,000	80,000	320,000	—	—	—	—	—
Metropolitan District	3,994,444	1,750,000	5,744,444	2,220,380	Nil	244,444	4½	4½
Richmond Extension	350,000	—	350,000	300,000	Nil	—	—	—
Metropolitan Inner Circle Completion and Eastern Extension.	1,800,000	600,000	2,400,000	—	—	—	—	—
Mid-Hants	-	-	-	Worked by the London and South-Western.				
Mid-Kent (Bromley to St. Mary's Cray)	-	-	-	Leased to the London, Chatham, and Dover.				
Midland	48,980,812	14,844,690	63,825,502	18,800,388	5½	9,081,883	4	4
						150,000	6	6

1st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.					Total raised by Loans and Debenture Stock.
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent	Per cent.	£	£	Per cent.	£	Per cent.	£	£		
4,386,197	5	5	15,289,242	100	3½	79,577	4	5,797,513	21,086,755	4,754,885	* Preferred.
				3,450	3¾	5,246,662	4½				† Deferred.
				22,841	4	300,000	5				
				35,823	4½						
				109,060	4½						
Railway Companies jointly under 39 & 40 Vict. c. 209.											
—	—	—	—	213,681	4	—	—	215,681	215,681	—	The line is to be constructed and worked by the Sheffield and Midland Committee.
				2,000	4½						
—	—	—	707,300	—	—	73,500	4	73,500	780,800	—	The line is the property of the "London and North-Western" and "Manchester, Sheffield, and Lincolnshire" Railway Companies; the share capital being subscribed by the two Companies jointly, and included in their Returns.
—	—	—	21,000	7,000	5	—	—	7,000	28,000	—	
—	—	—	6,872	—	—	—	—	—	6,872	—	
—	—	—	54,540	3,500	4½	—	—	5,460	60,000	—	These figures as to the capital account are taken from documents received from the late Secretary, but the new directors do not admit their accuracy. As regards traffic the line is practically closed.
				1,960	5						
—	—	—	47,860	—	—	—	—	—	47,860	—	
—	—	—	—	—	—	—	—	—	—	—	The line is the joint property of the "Great Northern," "Lancashire and Yorkshire," and "North-Eastern" Railway Companies; the capital is included in the returns of those Companies.
1,601,630	5	5	5,760,000	5,100	3½	969,095	4	2,432,135	8,192,135	200,000	* Preferred Stock.
				4,000	3¾	52,745	4½				† Deferred Stock.
				422,425	4	358,263	4½				‡ Capitalized value of Rent-charges.
				468,252	4½						
				140,635	4½						
				11,620†	5						
183,170	5	3	483,170	1,240	4	—	—	153,820	636,990	—	
				89,700	4½						
				47,230	4½						
				65,650	5						
—	—	—	—	—	—	—	—	—	—	—	
1,500,000	5	3½	3,964,824	23,200	4	1,191,958	6	1,506,102	5,470,926	—	
				21,025	4½						
				269,919	5						
—	—	—	300,000	—	—	—	—	—	300,000	—	Constituted a separate Capital and undertaking under an Act passed in 1875.
—	—	—	—	—	—	—	—	—	—	—	
120,000	2	2	45,723,351	41,017	3½	12,458,125	4	13,683,636	59,406,987	4,679,812	
1,943,646	4½	4½		4,050	3¾						
5,654,160	5	5		1,051,374	4						
9,973,274	5	5		35,000	4½						
				41,790	4½						
				52,280	5						

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Midland— <i>cont.</i>	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
Barnoldswick - - - -	40,000	13,300	53,300	24,095	Nil	—	—	—	
Bedford and Northampton - -	400,000	133,000	533,000	200,000	5	—	—	—	
Evesham and Redditch - -	149,000	49,600	198,600	147,770	14½	—	—	—	
Hereford, Hay, and Brecon -	355,000	140,000	495,000	333,860	2½	—	—	—	
Keighley and Worth Valley -	69,375	60,000	129,375	35,075	Nil	—	—	—	
Kettering, Thrapstone, and Huntingdon	230,000	75,600	305,600	100,000	6½	—	—	—	
Peterborough, Wisbeach, and Sutton	285,000	94,999	379,999	135,000	Nil	—	—	—	
Stonehouse and Nailsworth - -	75,940	20,000	104,940	65,940	Nil	—	—	—	
Tewkesbury and Malvern - -	265,000	88,000	353,000	235,610	Nil	—	—	—	
<i>See also the "Cheshire Lines Committee," "Midland and Eastern," "North and South-Western Junction," "Norwich and Spalding," and "Tottenham and Hampstead Junction."</i>									
Midland and Eastern - - - -	213,000	71,000	284,000	213,000	2½	—	—	—	
Midland and North-Eastern Committee (Swinton to Knottingly.)	Line owned jointly by the Midland and North-Eastern Railway Companies. The capital								
Mid-Wales - - - - -	812,600	284,267	1,096,867	404,040	Nil	—	—	—	
Milford - - - - -	Worked by the Great Western.								
Milford Haven Dock and Railway - -	140,000	46,000	186,000	74,230	Nil	—	—	—	
Minehead - - - - -	Worked by the Great Western.								
Mistley, Thorpe, and Walton - - -	51,000	17,000	68,000	20,126	Nil	—	—	—	
Mitcheldean Road and Forest of Dean Junction	30,000	10,000	40,000	27,673	Nil	—	—	—	
Mold and Denbigh Junction - - -	Worked by the London and North-Western.								
Monmouthshire Railway and Canal - -	Worked by the Great Western.								
Much Wenlock and Severn Junction - -	Worked by the Great Western.								
Muswell Hill Estate - - - - -	Worked by the Great Northern.								
Nantwich and Market Drayton - - -	Worked by the Great Western.								
Neath and Brecon - - - - -	379,030	1,104,870	1,483,900	256,230	Nil	—	—	—	
Nettlebridge Valley - - - - -	65,000	21,666	86,666	—	—	—	—	—	



31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	24,095	1,150 500	4 4½	—	—	1,650	25,745	—	
200,000	5	5	400,000	130,086 2,914*	4 5	—	—	133,000	533,000	—	Interest at 5 per cent. per annum is guaranteed by the contractors on the ordinary Capital for ten years from the opening of the line, 10th June 1872. * Capitalized value of Rent-charges.
—	—	—	147,770	49,600	4½	—	—	49,600	197,370	—	
—	—	—	333,860	—	—	140,000	5	140,000	473,860	—	
34,300	6	Nil	69,375	21,127	5	1,650	5	22,777	92,152	—	
130,000	5	5	230,000	2,000	4½	73,600	4½	75,600	305,600	—	
150,000	5	5	285,000	100	4½	94,899	4½	94,999	379,999	—	
10,000	5	Nil	75,940	28,000	5	—	—	28,000	103,940	—	
—	—	—	235,610	88,500	5	—	—	88,500	324,110	—	The sum of 500l. has been borrowed in excess of the Company's powers. The present Secretary can give no explanation, as the money was raised previous to his appointment.
—	—	—	213,000	4,770	4½	66,234	4½	71,004*	284,004	—	Line worked jointly by the Midland and the Great Northern Railway Companies. * The amount raised in excess of the authorised sum is to meet loans falling due.
is included in their Returns.											
402,600	5	Nil	806,640	62,600	4	32,267 110,658 65,200	4 4½ 5	270,725	1,077,365	—	
—	—	—	74,230	—	—	45,481	5	45,481	119,711	—	
—	—	—	20,126	12,000	5	—	—	12,000	32,126	—	
—	—	—	27,673	—	—	—	—	—	27,673	—	Line not yet open for traffic.
122,800	5	Nil	379,030	—	—	832,272 185,721	5 6	1,017,993	1,397,023	—	
—	—	—	—	—	—	—	—	—	—	—	

Interest at 5 per cent. per annum is guaranteed by the contractors on the ordinary Capital for ten years from the opening of the line, 10th June 1872.

\* Capitalized value of Rent-charges.

The sum of 500*l.* has been borrowed in excess of the Company's powers. The present Secretary can give no explanation, as the money was raised previous to his appointment.

Line worked jointly by the Midland and the Great Northern Railway Companies.

\* The amount raised in excess of the authorised sum is to meet loans falling due.

Line not yet open for traffic.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Newent - - - - -	£ 160,000	£ 53,300	£ 213,300	£ 32,000	Per cent. Nil	—	—	—
Newquay and Cornwall Junction - -	<i>Leased to the Cornwall Minerals.</i>							
Northampton and Banbury Junction - -	1,335,000	300,000	1,635,000	109,960	Nil	—	—	—
North and South-Western Junction - -	105,000	33,600	138,600	128,600*	7	—	—	—
North-Eastern - - - - -	44,386,440	14,509,091*	58,895,531	19,583,294	7½	4,008,428 18,375 2,035,422 483,540 1,356,630 440,570	4 4 4½ 5 6 8	4 9½ 4½ 5 6 8
Leased to or worked by the North-Eastern. { Great North of England, Clarence, and Hartlepool Junction.	74,900	—*	74,900	41,875	3½	16,918	4½	4½
Leased to or worked by the North-Eastern. { Tees Valley - - - - -	62,000	20,600	82,600	49,508	2	—	—	—
Northern and Eastern - - - - -	<i>Leased to the Great Eastern.</i>							
North London - - - - - <i>See also "North and South-Western Junction."</i>	2,925,000	970,866	3,895,866	1,975,000	6½	—	—	—
North Staffordshire - - - - -	6,001,000	1,992,833	7,993,833	3,230,140	1½	1,170,000	5	5
Longton, Adderley Green, and Bucknall <i>See also "Macclesfield Committee."</i>	50,000	16,000	66,000	46,037	Nil	—	—	—
North Union - - - - -	739,201	380,050	1,119,251	261,875 477,326	7 10	—	—	—
North Wales (narrow gauge) - -	106,000	35,300	141,300	65,975	Nil	—	—	—
Norwich and Spalding - - - - -	170,000	56,000	226,000	170,000	2½	—	—	—
Nottingham and Grantham Railway and Canal	<i>Leased to the Great Northern.</i>							
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	290,000	—	290,000	202,300	Nil	40,000	4½	4½
Pembroke and Tenby - - - - -	421,000	131,200	552,200	79,876	Nil	23,335	4	4
Penarth Extension - - - - -	15,000	5,000	20,000	15,000	Nil	—	—	—
Penarth Harbour, Dock, and Railway -	<i>Leased to the Taff Vale.</i>							
Peterborough, Wisbeach, and Sutton - -	<i>Worked by the Midland.</i>							
Pontypool, Caerleon, and Newport - -	<i>Amalgamated with the Great Western under 39 &amp; 40 Vict. c. 143.</i>							
Poole and Bournemouth - - - - -	<i>Leased to the London and South-Western.</i>							

31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	32,000	—	—	—	—	—	32,000	—	
219,770	5	Nil	329,730	—	—	115,930 164,758 4,070*	5 5 5	284,758	614,488	—	* Capitalized value of Rent-charges.
—	—	—	128,600	—	—	—	—	—	128,600	—	Line leased to the "London and North-Western," "Midland," and "North London" Railway Companies. * Under 8 Vict. cap. 16 the Company raised additional capital, and paid off the debenture debt.
1,244,010 8,299,118 3,360,000 535,000	4 4½ 5 5½	4 4½ 5 5½	41,364,387	25,424 449,938 33,350 35,030 5,050	3¾ 4 4½ 4½ 5	10,043,366 1,138,119	4 4½	11,730,277*	53,094,664	258,994	* Including loans of the "Great North of England, Clarence, and Hartlepool Junction" Railway Company.
13,725	5	5	72,518	—	—	—	—	—	72,518	—	* Borrowing powers exercised by the "North-Eastern" Railway Company.
11,544	5	5	61,052	2,200 13,765	4½ 4½	—	—	15,965	77,017	—	
250,000 700,000	4½ *	4½ 5	2,925,000	1,250	4½	6,500 883,116	4 4½	890,866	3,815,866	—	* Minimum rate, 4½; Maximum 5.
460,000 971,000	4½ 5	4½ 5	5,831,140	256,176	4	1,602,582 24,560	4½ 4½	1,883,318	7,714,458	203,254	
—	—	—	46,037	16,000	6	—	—	16,000	62,037	—	
—	—	—	739,201	379,712	4	—	—	379,712	1,118,913	—	The line is leased to the "Lancashire and Yorkshire" and "London and North-Western" Railway Companies.
2,496	6	Nil	68,471	18,500	6	—	—	18,500	86,971	—	
—	—	—	170,000	—	—	56,000	4½	56,000	226,000	—	Line worked jointly by the "Midland" and the "Great Northern" Railway Companies.
—	—	—	242,300	30,055 14,566	4 4½	—	—	44,621	286,921	—	The line is vested jointly in the "Manchester, Sheffield, and Lincolnshire" and "London and North-Western" Companies, each subscribing 101,150l. of the ordinary capital. The borrowing powers have been transferred to the two Companies jointly, who will pay off the existing loans as they fell due.
225,310	5	2	328,521	29,990 42,570 3,160*	4½ 5 5	13,650 19,900	4½ 5	109,270	437,791	—	* Capitalized value of Rent-charges.
—	—	—	15,000	—	—	—	—	—	15,000	—	This railway is in course of construction.



NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Potteries, Shrewsbury, and North Wales	£ 908,200	£ 556,390	£ 1,464,590*	£ 318,250 219,975† 219,975‡	Per cent. Nil Nil Nil	—	Per cent. —	Per cent. —	
Preston and Wyre	677,380	134,343	811,723	638,000 30,000	7½ 12½ 12½	—	—	—	
Ramsey and Somersham Junction	50,000	16,666	66,666	—	—	—	—	—	
Ravenglass and Eskdale	36,000	12,000	48,000	24,000	Nil	—	—	—	
Redruth and Chasewater	49,500	6,800	56,300	49,500	Nil	—	—	—	
Rhondda Valley and Hirwain Junction	135,000	45,000	180,000	9,394	Nil	—	—	—	
Rhymney	1,012,000	337,300	1,349,300	276,000	4½	90,000	5	5	
Ross and Ledbury	180,000	60,000	240,000	36,000	Nil	—	—	—	
Ross and Mimmouth	Worked by the Great Western.								
Rowrah and Kelton Fell Mineral	30,000	10,000	40,000	3,000	Nil	—	—	—	
Royston and Hitchin	Leased to the Great Northern.								
Ruthin and Cerrig-y-Druidion	75,000	24,500	99,500	52	Nil	—	—	—	
Ryde and Newport	See under Cowes and Newport.								
Saffron Walden	Worked by the Great Eastern.								
St. Austell and Pentewan	50,000	16,600	66,600	8,811	Nil	—	—	—	
Salisbury and Dorset Junction	Worked by the London and South-Western.								
Salisbury and Yeovil	Leased to the London and South-Western.								
Salisbury Railway and Market House	Worked by the London and South-Western.								
Saundersfoot Railway and Harbour	Line owned by the Bonvilles Court Coal and Iron Company (Limited). There is no								
Scarborough and Whitby	170,000	56,000	226,000	35,980	Nil	—	—	—	
Scotswood, Newburn, and Wylam Railway and Dock.	135,000	44,600	179,600	85,000	Nil	—	—	—	
Seaton and Beer	Worked by the London and South-Western.								
Sevenoaks, Maidstone, and Tunbridge	Worked by the London, Chatham, and Dover.								
Severn and Wye Railway and Canal	359,000	114,353	473,353	115,000	Nil	30,000	4½	4½	
Severn Bridge	225,000	75,000	300,000	162,929	Nil	—	—	—	
Severn Bridge and Forest of Dean Centra.	63,000	21,000	84,000	—	—	—	—	—	
Sheffield and Midland Committe.	Line owned by the "Manchester, Sheffield, and Lincolnshire" and "Midland" Railway								
Shrewsbury and Hereford	675,000	13,800	688,800	—	—	50,000 625,000	4½ 6	4½ 6	
Great Western and London and North-Western Companies in respect of the.									
Shropshire Union Railways and Canal	Leased to the London and North-Western.								
Sidmouth	Worked by the London and South-Western.								
Sirhowy	Transferred to the London and North-Western under 39 and 40 Vict. c. 133.								

31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£ 100,000	Per cent. 5	Per cent. Nil	£ 858,200	£ 4,737	Per cent. 5	£ 530,027	Per cent. 5	£ 534,764	£ 1,392,964	£ —	* And an amount equal to certain debts of, and money claims against the Company, which amount has not yet been ascertained. † Preferred stock. ‡ Deferred stock. § Capitalized value of Rent-charges. Line leased to the "Lancashire and Yorkshire" and "London and North-Western" Railway Companies.	
9,380	5	5	677,880	130,263	4	—	—	130,263	807,643	—		
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	24,000	2,600	6	—	—	8,000	32,000	—		
—	—	—	49,500	5,400	8	—	—	6,800	56,300	—		
—	—	—	9,394	6,800	5	—	—	—	9,394	—	The sum of 1,146 <i>l.</i> has been received on forfeited shares.	
230,230	5	5	949,230	123,438	4	—	—	306,659	1,255,889	—		
100,000	5½	5½	—	142,351	4½	—	—	—	—	—		
40,000	6	6	—	40,870	4½	—	—	—	—	—		
213,000	6	6	—	—	—	—	—	—	—	—		
—	—	—	86,000	—	—	—	—	—	36,000	—	Works not commenced.	
—	—	—	3,000	—	—	—	—	—	3,000	—		
—	—	—	52	—	—	—	—	—	52	—		
—	—	—	8,811	—	—	—	—	—	8,811	—		
separate capital for the Railway.												
—	—	—	35,980	—	—	—	—	—	35,980	—		
5,654	5	Nil	90,654	27,000	4½	—	—	27,000	117,654	—		
165,536	5	2½	330,536	61,860	4½	30,056	4½	104,353	434,889	5,000	As at 30th September 1876. The Company paid 1,402 <i>l.</i> for land rentcharges during the year.	
20,000	5½	2½	—	12,437	5	—	—	8,518	171,447	—		
—	—	—	162,929	8,518	4½	—	—	—	—	—		
Companies.	The Capital is included in their Returns.											
—	—	—	675,000	13,800	4	—	—	13,800	688,800	5,000		

AUTHORISED CAPITAL.				PAID-UP STOCK AND					
NAME OF COMPANY.	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
Snailbeach District - - - -	20,000	6,600	26,600	15,720	Nil	—	—	—	
Somerset and Dorset - - - -	1,927,000	1,309,513	3,236,513	636,249 360,000	Nil 2½	—	—	—	
South Devon - - - -	Leased to the Great Western.								
South-Eastern - - - -	16,261,230	5,418,743	21,679,973	3,532,580 2,232,470* 2,232,470† 80,370	5½ 6 5½ 4½	984,300 800,000	4½ 5½	4½ 5½	
London and Greenwich - - - -	760,000	233,333	993,333	861,540*	2½ 4½	—	—	—	
South Kensington - - - -	60,000	20,000	80,000	—	—	—	—	—	
South Wales Mineral - - - -	167,210	83,000	250,210	55,610	Nil	—	—	—	
Southwold - - - -	40,000	13,000	53,000	—	—	—	—	—	
Spilsby and Firsby - - - -	Worked by the Great Northern.								
Stafford and Uttoxeter - - - -	180,000	59,900	239,900	113,903	Nil	—	—	—	
Staines and West Drayton - - - -	48,000	16,000	64,000	—	—	—	—	—	
Staines, Wokingham, and Woking - - - -	Leased to the London and South-Western.								
Stamford and Essendine - - - -	Worked by the Great Northern.								
Stocksbridge - - - -	33,000	11,000	44,000	26,400	Nil	—	—	—	
Stonehouse and Nailsworth - - - -	Worked by the Midland.								
Stonehouse Pool Improvement and Railway - - - -	50,000	16,600	66,600	—	—	—	—	—	
Stratford-upon-Avon - - - -	Worked by the Great Western.								
Swansea Vale - - - -	Amalgamated with the Midland under 39 & 40 Vict. c. 209.								
Swindon and Highworth (Light) - - - -	21,000	7,000	28,000	1,523	Nil	—	—	—	
Swindon, Marlborough, and Andover - - - -	375,000	125,000	500,000	11,453	Nil	—	—	—	
Taff Vale - - - -	1,700,000	537,000	2,237,000	1,110,000	12	—	—	—	
Leased to or worked by the Taff Vale.	Aberdare - - - -	50,000	16,600	66,600	—	50,000	10	10	
	Cowbridge - - - -	35,000	56,100*	91,100	18,360 4½	—	—	—	
	Dare Valley - - - -	56,000	18,500	74,500	48,500	5*	—	—	
	Llantrissant and Taff Vale Junction. - - - -	181,000	60,000	241,000	106,000	5*	—	—	
	Penarth Harbour, Dock, and Railway. - - - -	622,000	207,000	829,000	622,000	4½ 10	—	—	—



31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	15,720	4,000	4½	—	—	4,000	19,720	—	
35,655 175,880	4½ 5	Nil Nil	1,207,784	—	—	1,231,338	5	1,231,338	2,439,122	12,000	The line is leased to and worked by the "Midland and "London and South-Western" Companies jointly.
2,085,610 †190 2,615,840 †225	4½ 4½ 5 5	4½ — 5 —	14,564,114	5,000 28,900 367,890 8,000	2 3¾ 4 4¾	166,380 1,500 4,339,220	4 4½ 5	4,916,890	19,481,004	71,000	* Preferred stock. † Deferred stock. ‡ These amounts of stock, upon which no dividend has been paid, are in arrear of calls. § 4 per cent. until fully paid up.
222,720*	5	5	1,084,260	202,300 25,000	4 4½	—	—	227,300	1,311,560	—	*150,000 <i>l.</i> of the ordinary stock was raised at a discount of 67½ per cent., and 60,000 <i>l.</i> of the preference stock at a discount of 17½ per cent.
—	—	—	—	—	—	—	—	—	—	—	
102,064	6	Nil	157,674	46,700 1,300	5 6	—	—	48,000	205,674	—	This Railway is leased to and worked by the Glyncofrwg Colliery Company (Limited).
—	—	—	—	—	—	—	—	—	—	—	
79,838	5	Nil	193,741	500	5	98,754	5	99,254	292,995	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	26,400	—	—	—	—	—	26,400	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	The Company was incorporated by an Act passed in 1876, but the powers conferred by the Act have not been exercised.
—	—	—	1,523	—	—	—	—	—	1,523	—	
—	—	—	11,453	—	—	—	—	—	11,453	—	
58,225 366,775 165,000	4½ 5 5	4½ 5 12	1,700,000	4,700 135,737 17,500	3¾ 4 4½	279,018	4	436,955	2,136,955	5,000	In addition to paying interest on capital the Company paid 2,903 <i>l.</i> for rent of land.
—	—	—	50,000	500 500 15,600	3¾ 3¾ 4	—	—	16,600	66,600	—	
—	—	—	18,360	—	—	10,101 28,600 10,000	2 2½ 4½	48,701	67,061	—	* Amount to be borrowed under scheme of arrangement enrolled 20th January 1876, by which scheme the previous borrowing powers were cancelled.
—	—	—	48,500	11,500	4	—	—	11,500	60,000	—	* Guaranteed by the Taff Vale Railway Company for 999 years.
—	—	—	106,000	13,000	4	—	—	13,000	119,000	—	* Guaranteed by the Taff Vale Railway Company.
—	—	—	622,000	2,200 134,490 5,500 16,750	3¾ 4 4½ 4½	48,060	4	207,000	829,000	—	

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			Rate of Dividend paid.
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Talylllyn - - - - -	£ 15,000	£ 5,000	£ 20,000	£ 15,000	Per cent. Nil	£ —	Per cent. —	Per cent. —	
<i>Tees Valley</i> - - - - -	<i>Worked by the North-Eastern.</i>								
Teign Valley - - - - -	242,740	74,000	316,740	20,740	Nil	—	—	—	
Temple Mineral - - - - -	65,000	21,600	86,600	—	—	—	—	—	
Tenbury Railway - - - - - "Great Western" and "London and North-Western" Companies in respect of the.	30,000	—	30,000	—	—	30,000	4½	4½	
<i>Tendring Hundred</i> - - - - -	<i>Worked by the Great Eastern.</i>								
<i>Tevesbury and Malvern</i> - - - - -	<i>Worked by the Midland.</i>								
Thetford and Watton - - - - -	61,000	20,300	81,300	45,000	Nil	—	—	—	
Watton and Swaffham - - - - -	60,000	20,000	80,000	6,680	Nil	—	—	—	
Tiverton and North Devon - - - - -	65,000	21,166	86,166	2,005	Nil	—	—	—	
Tivy Side - - - - -	50,000	16,666	66,666	—	—	—	—	—	
Torbay and Brixham - - - - -	27,000	7,000	34,000	18,000	1	—	—	—	
Tottenham and Hampstead Junction - - - - -	510,000	—*	510,000	273,170	Nil	—	—	—	
Trent, Ancholme, and Grimsby - - - - -	180,000	60,000	240,000	120,000	2¾	60,000	4½	4½	
Tunbridge Wells and Eastbourne - - - - -	Powers transferred to the London, Brighton, and South Coast by 39 & 40 Vict. c. 55.								
Upwell, Outwell, and Wisbeach - - - - -	40,000	13,300	53,300	—	—	—	—	—	
Usk and Towy - - - - -	160,000	53,300	213,300	1,200	Nil	—	—	—	
<i>Vale of Llangollen</i> - - - - -	<i>Worked by the Great Western.</i>								
Vale of Towy - - - - -	60,000	18,000	78,000	55,000	5	—	—	—	
Van - - - - -	20,000	6,666	26,666	20,000	4½	—	—	—	
Victoria Station and Pimlico - - - - -	355,000	132,322	487,322	225,000	9	—	—	—	
<i>Wainfleet and Firsby</i> - - - - -	<i>Worked by the Great Northern.</i>								
<i>Watford and Rickmansworth</i> - - - - -	<i>Worked by the London and North-Western.</i>								
Watlington and Princes Risborough - - - - -	36,000	12,000	48,000	30,360	Nil	—	—	—	
Watton and Swaffham - - - - -	<i>Worked by the Thetford and Watton.</i>								
Wednesfield and Wyrley Bank - - - - -	60,000	20,000	80,000	—	—	—	—	—	

31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
—	—	—	15,000	—	—	—	—	—	15,000	—	As at 30th September 1876.	
—	—	—	20,740	—	—	27,650	5	27,650	48,390	—		
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	30,000	—	—	—	—	—	30,000	—		
4,000	5	Nil	49,000	1,000 2,900	4 5	11,000	4	14,900	63,900	—		
—	—	—	6,680	—	—	—	—	—	6,680	—	The cost of constructing the line has been partly provided for by the issue of Lloyd's Bonds.	
—	—	—	2,005	—	—	—	—	—	2,005	—		
—	—	—	—	—	—	—	—	—	—	—		
4,000	5	5	22,000	6,000	5	—	—	6,000	28,000	—		
100,000 36,830	5 5	3½ 5	410,000	7,000 33,400	4½ 5	—	—	40,400	450,400	—	Line worked jointly by the Midland and the Great Eastern Railway Companies. *The borrowing powers are vested in the Midland Company, and the existing debentures will be paid off by that Company as they fall due.	
—	—	—	180,000	7,600 37,842 10,452	4 4½ 4½	—	—	55,894	235,894	—		
—	—	—	—	—	—	—	—	—	—	—		
—	—	—	1,200	—	—	—	—	—	1,200	—		
—	—	—	55,000	18,000	4½	—	—	18,000	73,000	—	The line is leased to the "Llanelli" and "London and North-Western" Companies. * Capitalized value of Land Rentcharges.	
—	—	—	20,000	1,666*	3¾	—	—	1,666*	21,666	—		
130,000	4½	4½	355,000	—	—	132,322	4½	132,322	487,322	—		
—	—	—	30,360	12,000	5	—	—	12,000	42,360	—		
—	—	—	—	—	—	—	—	—	—	—		



NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaran- teed Rate of Divi- dend.	Rate of Dividend paid.
<i>Wellington and Drayton</i> - - - -	£	£	£	£	Per cent.	£	Per cent.	Per cent.
	<i>Worked by the Great Western.</i>							
<i>Wellington and Severn Junction</i> - -	<i>Leased to the Great Western.</i>							
<i>Wenlock</i> - - - -	<i>Worked by the Great Western.</i>							
<i>West Cornwall Committee</i> - - - -	<i>Leased to the Great Western.</i>							
<i>Westerham Valley</i> - - - -	66,000	22,000	88,000	—	—	—	—	—
<i>West Lancashire</i> - - - -	387,500	129,166	516,666	25,339	Nil	—	—	—
<i>West London</i> - - - -	185,960	—	185,960	—	—	101,180 64,000 15,200	2 3½ 6	2 3½ 6
<i>West London Extension</i> - - - -	555,000*	185,000	740,000	555,000†	Nil	—	—	—
<i>West Riding and Grimsby Joint Committee</i> -	Line owned by the "Great Northern" and "Manchester, Sheffield, and Lincolnshire" Rail-							
<i>West Somerset</i> - - - -	<i>Leased to the Great Western.</i>							
<i>West Somerset Mineral</i> - - - -	75,000	30,000	105,000	42,500	5	—	—	—
<i>Weymouth and Portland</i> - - - -	75,000	25,000	100,000	75,000	4½	—	—	—
<i>Whitby, Redcar, and Middlesborough Union</i> -	350,000	116,300	466,300	250,000	Nil	—	—	—
<i>Whitehaven, Cleator, and Egremont</i> - -	536,000	177,600	713,600	354,080	10½	—	—	—
<i>Whitland and Taff Vale</i> - - - -	47,000	15,600	62,600	37,000	1	—	—	—
<i>Wigan Junction</i> - - - -	450,000	150,000	600,000	18,096	Nil	—	—	—
<i>Witney</i> - - - -	<i>Worked by the Great Western.</i>							
<i>Wivenhoe and Brightlingsea</i> - - - -	<i>Worked by the Great Eastern.</i>							
<i>Worcester and Aberystwith Junction</i> -	300,000	100,000	400,000	—	—	—	—	—
<i>Worcester, Bromyard, and Leominster</i> -	<i>Worked by the Great Western.</i>							
<i>Wrexham, Mold, and Connah's Quay</i> -	425,000	284,600	709,600	295,217	Nil	—	—	—
<i>Buckley</i> - - - -	90,000	30,000	120,000	—	—	46,072	4½	4½
<i>Wye Valley</i> - - - -	<i>Worked by the Great Western.</i>							
TOTAL ENGLAND AND WALES -	449,973,593	161,438,942	611,412,535	216,207,544	—	70,272,152	—	—

31st December 1876.—ENGLAND AND WALES—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	25,339	—	—	—	—	—	25,339	—	
—	—	—	180,380	—	—	—	—	—	180,380	—	This Company has no real existence, the "shareholders" being annuitants of the West London Extension Railway Company.
—	—	—	555,000	25,500 1,000	4 4½	—	—	26,500	581,500	—	* Amount authorised to be subscribed by the owning Companies. † Amount subscribed.
way Companies. The Capital is included in their Returns.											
32,500	6	6	75,000	15,600	5	14,400	5	30,000	105,000	10,000	Line worked by the Ebbw Vale Steel, Iron, and Coal Company (Limited), which Company is responsible for the dividends on the capital of the Railway Company.
—	—	—	75,000	14,250	4½	10,750	4½	25,000	100,000	—	Line worked by the "Great Western" and "London and South-Western" Companies jointly.
—	—	—	250,000	72,485	5	—	—	72,485	322,485	—	Line in course of construction.
59,672	5	5	413,752	124,800 1,800	4 4½	—	—	126,600	540,352	—	
10,000	5	5	47,000	9,300	5	—	—	9,300	56,300	—	Note.—In addition to paying interest on Capital the Company paid 214 <i>l.</i> in 1876 for land Rentcharges.
4,890	5	Nil	22,986	—	—	—	—	—	22,986	—	
—	—	—	—	—	—	—	—	—	—	—	
75,000	5	Nil	370,217	24,361 436*	5 5	174,758 10,562	5 6	210,117	580,334	—	* Capitalized value of Rentcharges.
20,000	5	5	66,072	20,000	5	—	—	20,000	86,072	—	
117,704,236	—	—	404,183,932	18,393,426	—	122,254,601	—	140,648,027	544,831,959	19,948,604	TOTAL ENGLAND AND WALES.

This Company has no real existence, the "shareholders" being annuitants of the West London Extension Railway Company.

\* Amount authorised to be subscribed by the owning Companies.

† Amount subscribed.

Line worked by the Ebbw Vale Steel, Iron, and Coal Company (Limited), which Company is responsible for the dividends on the capital of the Railway Company.

Line worked by the "Great Western" and "London and South-Western" Companies jointly.

Line in course of construction.

Note.—In addition to paying interest on Capital the Company paid 214*l.* in 1876 for land Rentcharges.

\* Capitalized value of Rentcharges.

No. 1.—AMOUNT of CAPITAL, &c., upon the

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Aboyne and Braemar - - - -	Amalgamated with the Great North of Scotland under 39 & 40 Vict. c. 124.							
Arbroath and Forfar - - - -	Leased to the Caledonian.							
Ayr and Maybole - - - -	Leased to the Glasgow and South-Western.							
Berwickshire - - - -	Amalgamated with the North British under 39 & 40 Vict. c. 134.							
Blane Valley - - - -	Worked by the North British.							
Busby - - - -	Worked by the Caledonian.							
Caledonian - - - -	26,466,653	7,217,589	33,684,242	8,554,066 2,507,316* 276,343†	6½ Nil. Nil.	499,712 3,666,678 299,700 450,000 479,847 70,000 1,141,333 240,000	3 4 4½ 4½ 5 5½ 6½ 7½	3 4 4½ 4½ 5 5½ 6½ 7½
Arbroath and Forfar - - - -	250,000	16,666	266,666	189,950	6	40,000	5	6
Busby - - - -	105,000	35,000	140,000	42,850	6 18	—	—	—
Callander and Oban - - - -	453,900	151,300	605,200	270,287	Nil	—	—	—
Dundee and Newtyle - - - -	140,000	30,000	170,000	111,650	11½*	—	—	—
Glasgow, Garnkirk, and Coatbridge	156,355	—	156,355	156,355	8	—	—	—
Greenock and Wemyss Bay - -	150,000	50,000	200,000	98,450	Nil	—	—	—
Lesmahagow - - - -	105,700	—	105,700	—	—	45,700 60,000	5 6	42½* 52½*
Montrose and Bervie - - - -	70,000	23,000	93,000	70,000	½	—	—	—
Portpatrick - - - -	552,000	184,000	736,000	434,790	4	—	—	—
Solway Junction - - - -	380,000	110,901	490,901	251,298	Nil	—	—	—
See also "Glasgow Barrhead, and Neilston."								



## 31st December 1876.—SCOTLAND.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
6,505,723 29,994	4 4½	4 4½	24,720,712†	42,351 198,634 4,106,849	3½ 3¾ 4	2,137,408	4	6,485,242	31,205,954‡	378,911	As at 31st January 1877. * Deferred Ordinary, No. 1. † Deferred Ordinary, No. 2. ‡ Of the increase since last year, 5,275,906 <i>l.</i> is merely nominal, and due to the consolidation of Preference Shares.
—	—	—	229,950	—	—	—	—	—	229,950	—	
45,000	5	5	87,850	14,998	4	—	—	14,998	102,848	—	As at 31st January 1877.
—	—	—	270,287	30,367 49,633 1,300	4 4¼ 4½	—	—	81,300	351,587	—	As at 31st January 1877.
—	—	—	111,650	—	—	—	—	—	111,650	—	As at 30th April 1877. * Of this $\frac{7}{10}$ per cent. was paid as bonus.
—	—	—	156,355	—	—	—	—	—	156,355	—	
30,000	5	Nil	128,450	11,146 18,590 6,002	4 4½ 4½	—	—	35,738	164,188	—	
—	—	—	105,700	—	—	—	—	—	105,700	—	* 7 <i>d.</i> per 100 <i>l.</i> of Stock being deducted to meet the expense of management.
—	—	—	70,000	1,500 16,500	4½ 5	—	—	18,000	88,000	—	
—	—	—	434,790	95,706 31,010	3½ 4	—	—	126,716	561,506	—	
60,000	4	Nil	311,298	901	5	100,183	3½	101,084	412,382	—	

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
<i>Callander and Oban</i> - - - - -	£	£	£	£	Per cent.	£	Per cent.	Per cent.
<i>Carlisle and Silloth Bay Railway and Dock</i> -	<i>Worked by the Caledonian.</i>							
<i>City of Glasgow Union</i> - - - - -	<i>Leased to the North British.</i>							
	2,400,000	216,600	2,616,600	600,000	3	1,615,000	5	5
<i>Deeside</i> - - - - -	}	<i>Amalgamated with the Great North of Scotland under 39 &amp; 40 Vict. c. 124.</i>						
<i>Deeside Extension</i> - - - - -								
<i>Dingwall and Skye</i> - - - - -								
<i>Duke of Sutherland's Railway</i> - - - - -	<i>Worked by the Highland.</i>							
<i>Dundee and Newtyle</i> - - - - -	<i>Leased to the Caledonian.</i>							
<i>Dunfermline and Queensferry</i> - - - - -	75,000	25,000	100,000	68,850	Nil	—	—	—
<i>Edinburgh and Bathgate</i> - - - - -	<i>Leased to the North British.</i>							
<i>Edinburgh, Loanhead, and Roslin</i> - - - - -	<i>Worked by the North British.</i>							
<i>Findhorn</i> - - - - -	9,000	3,000	12,000	8,962	Nil	—	—	—
<i>Forth and Clyde Junction</i> - - - - -	<i>Leased to the North British.</i>							
<i>Forth Bridge</i> - - - - -	1,250,000	416,666	1,666,666	16,768	Nil	—	—	—
<i>Girvan and Portpatrick Junction</i> - - - - -	400,000	133,220	533,220	181,505	Nil	—	—	—
<i>Glasgow and South-Western</i> - - - - -	7,360,000	2,308,800	9,668,800	4,777,710	4 $\frac{1}{8}$	156,250 342,110 321,000	5 5 5	5 5 5
<div>Leased to or worked by the Glasgow and South- Western. } <i>Ayr and Maybole</i> - - - - -</div>	34,500	—	34,500	34,500	7*	—	—	—
<div><i>Kilmarnock and Troon</i> - - - - -</div>	40,000	—	40,000	40,000	7 $\frac{1}{2}$	—	—	—
<i>See also "Glasgow, Barrhead, and Neilston."</i>								
<i>Glasgow, Barrhead, and Neilston Direct</i> - - - - -	275,000	—	275,000	125,000 150,000	3 $\frac{3}{4}$ 4 $\frac{3}{8}$	—	—	—
<i>Glasgow, Bothwell, Hamilton, and Coatbridge</i> - - - - -	500,000	166,000	666,000	349,450	Nil	—	—	—
<i>Glasgow, Garnkirk, and Coatbridge</i> - - - - -	<i>Leased to the Caledonian.</i>							
<i>Great North of Scotland</i> - - - - -	2,791,643	956,919	3,748,562	877,915	2 $\frac{1}{4}$	102,822 37,705 282,180 79,644 116,228	3* 4 $\frac{1}{2}$ 5 6 $\frac{3}{16}$ 9 $\frac{1}{2}$	3 4 $\frac{1}{2}$ 5 6 $\frac{3}{16}$ 9 $\frac{1}{2}$
<i>Morayshire</i> - - - - -	139,700	46,433	186,133	57,887	Nil	—	—	—

31st December 1876.—SCOTLAND—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	2,215,000	95,200 30,650 61,950	4 4½ 4½	600	4	188,400	2,403,400	—	
—	—	—	68,850	24,800	4½	—	—	24,800	93,650	—	The Capital of the Company was reduced by the "North British Railway (Fife Railways) Act, 1876," sect. 16. The works are not yet completed.
—	—	—	8,962	1,750	4½	—	—	1,750	10,712	—	The revenue never paid the working expenses, and in consequence the working of the line was discontinued in 1869.
—	—	—	16,768	—	—	—	—	—	16,768	—	As at 31st January 1877.
10,000 64,700	6 6	Nil Nil	256,205	7,200 2,500 98,530	4½ 4½ 5	—	—	108,230	364,435	—	As at 28th February 1877. Line not open for traffic.
25,000 150,000 12,200 36,000 70,080 250,000 369,650 329,892*	4 4½ 5 5 5 5 5 5	4 4½ 5 5 5 5 5 5	6,839,892	9,550 21,650 1,048,616 41,310†	3½ 3½ 4 5	1,082,075	4	2,203,201	9,043,093	510,000	As at 31st January 1877. * In addition to this amount 131,866l. has been received in advance of Calls. † Capitalized value of Rent-charges.
—	—	—	34,500	—	—	—	—	—	34,500	—	* Guaranteed by the Glasgow and South-Western.
—	—	—	40,000	—	—	—	—	—	40,000	—	
—	—	—	275,000	—	—	—	—	—	275,000	—	The line is leased to the Caledonian and Glasgow and South-Western Railway Companies.
—	—	—	349,450	165,983	4	—	—	165,983	515,433	—	Line not open for traffic.
218,030 37,564 482,050 291,090	3 4 4½ 5*	3 4 4½ 5	2,525,228	750 613,347 100 14,279 7,016 5,300	3½ 4 4½ 4½ 4½ 5	11,915 304,154	4 4½	956,861	3,482,089	23,151	As at 31st January 1877. * Minimum. † Rising to 6½ per cent. ‡ Rising to 10 per cent.
55,340	5	Nil	113,227	1,200 19,250 17,553	4 4½ 5	—	—	38,003	151,230	—	



NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
<i>Greenock and Wemyss Bay</i> - - - -	£	£	£	£	Per cent.	£	Per cent.	Per cent.
	<i>Worked by the Caledonian.</i>							
Highland - - - - -	2,879,000	866,880	3,745,880	1,470,270	5	76,000	6	6
Leased to or worked by the Highland.	Dingwall and Skye - - -	400,000	183,300	533,300	229,048	Nil	—	—
	Duke of Sutherland's - - -	<i>Private Property</i> - - -			—	—	—	—
	Sutherland - - - - -	210,000	70,000	280,000	134,930	2	—	—
	Sutherland and Caithness - -	360,000	120,000	480,000	244,928	Nil	—	—
Kelvin Valley - - - - -	90,000	30,000	120,000	17,207	Nil	—	—	—
<i>Kilmarnock and Troon</i> - - - - -	<i>Leased to the Glasgow and South-Western.</i>							
Kilsyth - - - - -	35,000	11,600	46,600	—	—	—	—	—
<i>Lesmahagow</i> - - - - -	<i>Leased to the Caledonian.</i>							
Leven and East of Fife - - - - -	180,000	43,300	173,300	35,000 37,000	4½ 10	—	—	—
Leven Harbour Dock and Railway - -	25,000	8,300	33,300	—	—	—	—	—
<i>Montrose and Bervie</i> - - - - -	<i>Worked by the Caledonian.</i>							
<i>Morayshire</i> - - - - -	<i>Worked by the Great North of Scotland.</i>							
Newport - - - - -	46,000	15,300	61,300	—	—	—	—	—
North British - - - - -	22,023,476	7,404,078	29,427,554	2,422,485 3,859,116	3½ 4	—	—	—
Leased to or worked by the North British.	Blane Valley - - - - -	75,000	25,000	100,000	32,991	Nil	—	—
	Carlisle and Silloth Bay Railway and Dock.	240,000	25,000	265,000	163,222	2½	—	—
	Edinburgh and Bathgate - - -	250,000	—	250,000	250,000	5	—	—
	Edinburgh, Loanhead, and Roslin -	84,000	28,000	112,000	76,347	1½	—	—
	Forth and Clyde Junction - -	192,000	64,000	256,000	106,390	6	64,000	5

31st December 1876.—SCOTLAND—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
513,650	4½	4½	2,564,000	309,894	4	150	4	700,877	3,264,877	115,000	
400,000	5	5		800	4½	390,033	4½				
45,000	5	5									
59,080	6	6									
—	—	—	229,048	100,243	4½	—	—	100,243	329,291	—	
—	—	—	—	—	—	—	—	—	—	—	The total amount expended on the construction of the line up to 31st August 1876 was 64,798 <i>l</i> .
—	—	—	134,930	25,856	4	—	—	60,000	194,930	—	
				34,144	4½						
—	—	—	244,928	119,960	4½	—	—	119,960	364,888	—	
—	—	—	17,207	—	—	—	—	—	17,207	—	Line in course of construction.
—	—	—	—	—	—	—	—	—	—	—	
57,910	4½	4½	129,910	35,450	4	—	—	36,850	166,760	—	
—	—	—	—	1,400	4½	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	
1,625	3	3	20,078,010	5,562	3	1,008,865	4	7,095,641	27,173,651	440,307	As at 31st January 1877.
15,750*	3	Nil		900	3½	508,521	4½				* Second Preference stock.
150,000	4	Nil		12,033	3½	782,905	4½				† Not yet earning revenue.
7,947,424	4	4		3,690,186	4	400,679	5				Note.—By the division and the
2,422,485	4½	4½		125,050	4½	526,915	5				exchange of stocks the capital
1,600,000	4½	4½		5,650	4½						of the company was nomi-
2,880	5	5		28,375	4½						nally increased by 2,385,932 <i>l</i> .
27,000	5	5									during the year.
237,184	5	5									
418,890	5	5									
563,379	6	6									
70,000	8	8									
339,792†	5½	Nil									
30,210	4½	3½	63,201	1,700	4½	—	—	11,000	74,201	—	
				9,300	4½						
75,000	5	5	238,222	2,450	4	—	—	24,929	263,151	—	
				5,500	4½						
				16,979	4½						
—	—	—	250,000	—	—	—	—	—	250,000	—	
—	—	—	76,347	8,450	4	—	—	26,741	103,088	—	
				18,291	4½						
4,520	5	5	191,390	48,350	4	10,650	4	64,000	255,390	—	As at 31st January 1877.
16,480	6	6		5,000	4½						

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
North British—continued.	£	£	£	£	Per cent.	£	Per cent.	Per cent.
<div>Lensed to or worked by the North British.</div> Port Carlisle Dock and Railway -	70,600	78,538	144,138	70,600	14 <sup>3</sup> / <sub>8</sub>	—	—	—
St. Andrews - - -	21,000	7,000	28,000	21,000	9 <sup>1</sup> / <sub>2</sub>	—	—	—
Whiteinch - - -	18,000	—	18,000	18,000	Nil	—	—	—
North British, Arbroath, and Montrose -	185,580	61,860	247,440	4,490	Nil	—	—	—
North Monkland - - -	60,000	20,000	80,000	26,524	Nil	—	—	—
Peebles - - - -	Amalgamated with the North British under 39 & 40 Vict. c. 134.							
Penicuik - - - -	Amalgamated with the North British under 39 & 40 Vict. c. 134.							
Port Carlisle Dock and Railway -	Leased to the North British.							
Port Patrick - - -	Worked by the Caledonian.							
St. Andrews - - -	Worked by the North British.							
Solway Junction - - -	Leased to the Caledonian.							
Sutherland - - -	Worked by the Highland.							
Sutherland and Caithness - - -	Worked by the Highland.							
Whiteinch - - -	Worked by the North British.							
Wigtownshire - - -	96,000	32,000	128,000	89,442	Nil	—	—	—
TOTAL SCOTLAND - - -	71,595,107	21,130,250	92,725,357	29,560,892	—	10,185,909	—	—



31st December 1876.—SCOTLAND—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	70,600	—	—	73,538	3	73,538	144,138	—	As at 31st January 1877.
—	—	—	21,000	6,800	4	—	—	6,800	27,800	—	
—	—	—	18,000	—	—	—	—	—	18,000	—	
—	—	—	4,490	—	—	—	—	—	4,490	—	
—	—	—	26,524	—	—	—	—	—	26,524	—	
—	—	—	89,442	9,150	4	—	—	29,150	118,592	—	
				20,000	4½						
24,070,572	—	—	63,817,373	11,561,444	—	7,338,591	—	18,900,035	82,717,408	1,467,369	TOTAL SCOTLAND.

## No. 1.—AMOUNT OF CAPITAL, &amp;c., upon the

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
<i>Athenry and Ennis Junction</i> - - -	<i>Leased to the Waterford and Limerick.</i>								
<i>Athenry and Tuam</i> - - - -	<i>Leased to the Waterford and Limerick.</i>								
Ballymena and Larne - - -	186,000	45,200	181,200	44,269	Nil	—	—	—	
Ballymena, Cushendall, and Redbay - -	90,000	30,000	120,000	67,800	4½	—	—	—	
<i>Banbridge Junction</i> - - -	<i>Leased to the Great Northern of Ireland.</i>								
<i>Banbridge, Lisburn, and Belfast</i> - - -	<i>Worked by the Great Northern of Ireland.</i>								
Belfast and County Down - - -	550,750	162,361	713,111	285,950	Nil	—	—	—	
Downpatrick, Dundrum, and Newcastle	60,000	20,000	80,000	51,860	Nil	—	—	—	
Belfast and Northern Counties - - -	1,195,000	418,832	1,613,832	557,900	7½	—	—	—	
Carrickfergus and Larne - - -	125,000	41,500	166,500	80,400 2,359*	3½ Nil	—	—	—	
Belfast Central - - - -	150,000	575,000	725,000	150,000	Nil	—	—	—	
Belfast, Holywood, and Bangor - - -	251,000	219,500	470,500	156,860	Nil	—	—	—	
<i>Carrickfergus and Larne</i> - - - -	<i>Worked by the Belfast and Northern Counties.</i>								
Castleisland - - - -	25,000	10,000	35,000	8,895	Nil	14,770	5	5	
<i>Central Ireland Railways Committee</i> - -	<i>See Waterford and Central Ireland and Kilkenny Junction and Central Ireland.</i>								
Cork and Bandon - - - -	338,000	108,000	446,000	240,000	4¼	—	—	—	
Cork and Kinsale Junction - - -	65,000	36,600	101,600	20,800	Nil	—	—	—	
<i>Cork and Kinsale Junction</i> - - -	<i>Worked by the Cork and Bandon.</i>								
Cork and Macroom Direct - - -	120,000	50,000	170,000	75,850	5½	—	—	—	
Cork, Blackrock, and Passage - - -	132,000	48,330	175,330	118,340	3½	—	—	—	

31st December 1876.—IRELAND.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	44,269	—	—	—	—	—	44,269	—	Line in course of construction.
—	—	—	67,800	27,700	5	—	—	27,700	95,500	—	
50,000	4½	4½	535,750	181,774†	3½	—	—	162,342	698,092	25,000	* Two years and 11 months arrears of interest were also paid, partly in cash and partly in debentures of the "Belfast, Holywood, and Bangor" Company. † Government Loan.
11,050	4½	4½		1,150	4						
238,750	5	5*		11,220	4½						
				12,998	4½						
				1,900	4½						
				3,300	5						
—	—	—	51,860	1,742	4	—	—	20,000	71,860	—	
				14,451	4½						
				3,807	5						
172,500	4	4	1,175,000	99,897	4	204,465	4	417,355	1,592,355	12,500	
444,600	4½	4½		42,546	4½						
				70,447	4½						
—	—	—	82,759	3,800	4	—	—	41,374	124,133	—	* Amount received on forfeited shares.
				7,874	4½						
				4,300	4½						
				25,400	4½						
—	—	—	150,000	100,000	4	2,400	5	102,400	252,400	—	
79,220	5	Nil	236,080	38,000	4½	105,803	4	156,753	392,833	—	
						12,950	4½				
—	—	—	23,665	—	—	—	—	—	23,665	—	As at 31st October 1876. Interest at 5 per cent. per annum on 16,000l. of the Company's capital guaranteed by the Barony of Trughanacmy, County Kerry, under the Company's Amendment Act of 1874.
29,592	4	4	317,592	2,100	4½	8,310	4	94,166	411,758	10,000	
48,000	5½	5½		2,100	5	10,000	4				
						71,656	4½				
7,830	5	Nil	28,630	21,600	6	795	5	22,395	51,025	—	
44,150	5	5	120,000	26,035	4½	—	—	49,185	169,185	—	
				23,150	5						
2,000	5	5	120,340	18,550	4½	—	—	43,240	163,580	—	As at 31st October 1876.
				7,100	4½						
				17,590	5						



NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
Derry Central - - - -	220,000	100,000	320,000	8,868	Nil	—	—	—	
Downpatrick, Dundrum, and Newcastle -	Worked by the Belfast and County Down.								
Dublin and Antrim Junction - - -	Worked by the Great Northern of Ireland.								
Dublin and Kingstown - - - -	Leased to the Dublin, Wicklow, and Wexford.								
Dublin and Meath - - - -	Worked by the Midland Great Western of Ireland.								
Dublin, Wicklow, and Wexford - -	1,615,000	537,233	2,152,233	645,000	5½	—	—	—	
Dublin and Kingstown - - - -	350,000	110,000	460,000	350,000	9½	—	—	—	
Dundalk, Newry, and Greenore - -	451,000	*—	451,000	297,565	Nil	—	—	—	
Dungannon and Cookstown - - -	120,000	40,000	160,000	9,570	Nil	—	—	—	
Enniskillen and Bundoran Extension* -	—	—	—	—	—	—	—	—	
Enniskillen, Bundoran, and Sligo - -	Worked by the Great Northern of Ireland.								
Fermoy and Lismore - - - -	Worked by the Great Southern and Western.								
Finn Valley - - - -	80,000	20,000	100,000	44,980	1½	—	—	—	
Galway, Oughterard, and Clifden - -	200,000	66,000	266,000	14	Nil	—	—	—	
Great Northern and Western of Ireland -	Worked by the Midland Great Western of Ireland.								
Great Northern of Ireland - - - -	4,390,625	1,448,468	5,839,093	2,892,359	6	100,000 120,000	4 4½	4 4½	
Leased to or worked by the Great Northern of Ireland.	Banbridge Junction - - - -	60,000	20,000	80,000	22,128	Nil	—	—	—
	Banbridge, Lisburn, and Belfast - -	150,000	49,000	199,000	78,735	Nil	—	—	—
	Dublin and Antrim Junction - - -	120,000	80,000	200,000	52,820	Nil	—	—	—
	Enniskillen, Bundoran, and Sligo - -	300,000	99,900	399,900	45,728	Nil	—	—	—
	Londonderry and Enniskillen - - -	455,000	150,000	605,000	129,200	Nil	43,150	5	5*
Great Southern and Western of Ireland -	6,309,940	1,003,965	7,313,905	4,654,632	5¾	—	—	—	
Leased to or worked by the Gr. Southern and Western.	Fermoy and Lismore - - - -	100,000	33,000	133,000	100,000	Nil	—	—	—
	Parsonstown and Portumna Bridge. - - - -	85,000	21,600	106,600	32,580	Nil	—	—	—
Greencastle and Kilkeel Railway and Pier -	45,000	15,000	60,000	—	—	—	—	—	
Ilen Valley - - - -	80,000	40,000	120,000	23,240	Nil	43,690	5	Nil*	

1st December 1876.—IRELAND—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	3,868	—	—	—	—	—	3,868	—	
116,030	4½	4½	1,561,030	119,154	4	257,895	4½	471,479	2,032,509	—	The receipts and working expenses of that portion of the Waterford, New Ross, and Wexford line bought by this Company are only for 10 months.
600,000	5	5				94,480	4½				
200,000	6	6									
—	—	—	350,000	70,000	4	—	—	70,000	420,000	—	
—	—	—	297,565	—	—	—	—	—	297,565	—	* Borrowing powers transferred to the "London and North-Western" Company.
—	—	—	9,570	—	—	—	—	—	9,570	—	
—	—	—	—	—	—	—	—	—	—	—	*The Act incorporating the Company was passed in 1876. No returns have been received, and the case has been placed in the hands of the solicitor.
17,480	6	6	62,460	12,385	3½	7,600	5	19,985	82,445	—	
—	—	—	14	—	—	—	—	—	14	—	
224,550	3	3	3,611,934	129,936	4	342,750	4	1,294,367	4,906,301	77,579	*Capitalized value of Rent-charges.
275,025	4½	4½		58,880	4½	464,587	4½				
				36,079	4½	261,334	5				
				801*	5						
17,800	5	5	39,928	5,000	4½	—	—	17,350	57,278	—	
				1,500	4½						
				10,850	5						
25,000	4	Nil	114,661	8,700	4½	—	—	48,950	163,611	—	
10,926	5	Nil		39,950	5						
				300	6						
12,870	6	Nil	65,690	40,750	5	—	—	40,750	106,440	—	
100,000	5	Nil	145,728	75,000	4	7,246	5	85,000	230,728	—	As at 30th September 1876.
				2,754	5						
282,650	5	5	455,000	—	—	15,500	4	150,000	605,000	—	* In addition 33½ per cent. was paid on account of arrears of dividend.
						2,100	4½				
						60,011	4½				
						72,389	5				
1,329,100	4	4	5,983,732	—	—	873,965	4	873,965	6,857,697	18,000	
—	—	—	100,000	32,008	5	—	—	32,008	132,008	—	
19,480	5	Nil	52,060	20,366	5	—	—	20,366	72,426	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	66,930	38,000	5	—	—	38,000	104,930	—	*The interest guaranteed by the baronies through which the line passes, does not accrue until the line is passed by Board of Trade and opened for traffic.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND DIVIDENDS.					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
Irish North-Western - - - -	Amalgamated with the Great Northern of Ireland under 10 & 11 Vict. c. 111.								
Kilkenny Junction - - - -	Worked by the Waterford and Central Ireland.								
Kilrush and Kilkee, and Poulasherry Reclamation.	60,000	20,000	80,000	9,104	Nil	—	—	—	
Letterkenny - - - -	150,000	100,000	250,000	56,177	Nil	—	—	—	
Limerick and Kerry - - - -	260,000	130,000	390,000	—	—	—	—	—	
Londonderry and Enniskillen - - -	Leased to the Great Northern of Ireland.								
Londonderry and Lough Swilly - -	105,000	26,200	131,200	34,490	Nil	—	—	—	
Midland Counties and Shannon Junction -	115,000	38,300	153,300	60,219	Nil	—	—	—	
Midland Great Western of Ireland - -	2,850,000	1,517,102	4,367,102	2,368,300	5	—	—	—	
Leased to or worked by the Midland Great Western of Ireland.	Dublin and Meath - - -	341,000	150,000	491,000	133,155	Nil	—	—	
	Great Northern and Western of Ireland.	455,160	292,540	747,700	383,024	4½	—	—	
	Navan and Kingscourt - -	152,000	70,600	222,600	70,255	Nil	—	—	
	Sligo and Ballaghaderreen Junction.	50,000	16,600	66,600	34,198	Nil	—	—	
Navan and Kingscourt - - - -	Worked by the Midland Great Western of Ireland.								
Newry and Armagh - - - -	240,000	180,900	420,900	240,000	Nil	—	—	—	
Newry, Warrenpoint, and Rostrevor -	120,000	39,900	159,900	99,925	Nil	—	—	—	
Northern - - - -	See Great Northern of Ireland.								
Parsonstown and Portumna Bridge - - -	Worked by the Great Southern and Western.								
Portadown, Dungannon, and Omagh Junction	Amalgamated with the Ulster under 38 & 39 Vict. c. 174. See Ulster.								
Rathkeale and Newcastle Junction - - -	Worked by the Waterford and Limerick.								
Sligo and Ballaghaderreen Junction - - -	Worked by the Midland Great Western of Ireland.								
Sligo, Leitrim, and Northern Counties -	200,000	100,000	300,000	—	—	—	—	—	
South Dublin Railway and Land Reclamation	225,000	75,000	300,000	—	—	—	—	—	
Southern - - - -	311,000	103,600	414,600	51,314	Nil	—	—	—	
Ulster - - - -	Amalgamated with the Great Northern of Ireland under 10 & 11 Vict. c. 111.								



31st December 1876.—IRELAND—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.			
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	9,104	—	—	—	—	—	9,104	—	
—	—	—	56,177	—	—	—	—	—	56,177	—	The works have been suspended since 1865. An Act was obtained in 1876, conferring further powers on the Company; and it is expected that the works will be soon recommenced.
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	34,490	12,500 6,600	4 5	—	—	19,100	53,590	—	As at 31st January 1877.
5,000	5	Nil	65,219	100	5	—	—	100	65,319	—	
100,000	4	4	2,768,300	344,052*	3½	11,400	4	1,326,902	4,095,202	113,350	* Government loan.
300,000	5	5		34,900	4	493,000	4½				
				241,850	4½	201,700	4½				
128,250	5	4	334,115	—	—	35,000	4	149,994	484,109	—	
72,710	6	Nil				114,994	4½			—	
50,440	5	5	450,484	68,624	4	210,783	4½	290,257	740,741	—	
17,020	6	6		10,850	4½					—	
7,900	4	Nil	110,255	—	—	60,000	5	60,000	170,255	—	
33,000	5	Nil								—	
—	—	—	34,198	13,300	5	—	—	13,300	47,498	—	
—	—	—	240,000	—	—	138,400 20,000	4 5	158,400	398,400	—	
7,100	5½	Nil	119,925	39,000	5	—	—	39,000	158,925	—	
12,900	6	Nil								—	
—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	
66,140	5	Nil	117,454	41,999	5	—	—	41,999	159,453	—	Line not yet open for traffic.

AUTHORISED CAPITAL.				PAID-UP STOCK AND					
NAME OF COMPANY.	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Waterford and Central Ireland - - -	£ 450,000	£ 189,000	£ 639,000	£ 250,000	Per cent. Nil	£ —	Per cent. —	Per cent. —	
Central Ireland Railways - - -	60,000	20,000	80,000	—	—	—	—	—	
Leased to or worked by the Waterford and Central Ireland. } Kilkenny Junction - - -	214,000	256,480	470,480	60,575	Nil	—	—	—	
	Central Ireland Railways	60,000	20,000	80,000	—	—	—	—	
Waterford and Limerick - - - -	1,403,530	563,600	1,967,130	597,550	2½	—	—	—	
Leased to or worked by the Waterford and Limerick. { Athenry and Ennis Junction	195,000	91,600	286,600	99,190	Nil	—	—	—	
	Athenry and Tuam - - -	90,000	30,000	120,000	61,818	Nil	—	—	
	Rathkeale and Newcastle Junction.	63,000	31,600	94,600	18,130	Nil	—	—	
Waterford and Tramore - - - -	58,000	19,350	77,350	48,000	3¾	—	—	—	
Waterford and Wexford - - - -	330,000	110,000	440,000	62,460	Nil	—	—	—	
Waterford, Dungarvan, and Lismore -	280,000	93,333	373,333	242,044	5*	—	—	—	
Waterford, New Ross, and Wexford Junction*									
West Cork - - - - -	320,000	257,436	577,436	66,817	Nil	—	—	—	
TOTAL IRELAND - - -	27,527,005	10,137,630	37,664,635	16,240,447	—	321,610	—	—	

\* The line was sold by the Public Works Loan Board for 40,000*l.* to the

31st December 1876.—IRELAND—continued.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						TOTAL CAPITAL paid up and raised by Loans and Debenture Stock.	SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
Preferential.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.				
Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£ 196,885	Per cent. 6	Per cent. 5	£ 446,885	£ 29,588 900 21,745 16,321 500	Per cent. 3½ 4 4½ 5 6	£ 5,800 30 83,798	Per cent. 4½ 4½ 5	£ 158,682	£ 605,567	£ 8,750	As at 29th September 1876.	
—	—	—	—	—	—	—	—	—	—	—	As at 29th September 1876.	
40,880	6	Nil	101,455	300 2,490*	5 5	223,770	5	226,560	328,015	1,261	As at 1st November 1876. *Capitalized value of Land Rentcharges.	
—	—	—	—	—	—	—	—	—	—	—	As at 1st November 1876.	
337,900 429,475 29,150	4½ 5 5½	4½ 5 5½	1,394,075	59,673 500 35,000 2,000 14,400 500 400 14,350	3½ 4 4½ 4½ 5 5½ 5½ 6	4,300 41,150 10,000 364,647	4 4½ 4½ 4½	546,920	1,940,995	88,662		
86,590	5	Nil	185,780	83,989	5	—	—	83,989	269,769	—		
—	—	—	61,818	30,000	5	—	—	30,000	91,818	—		
10,050	5	Nil	28,180	16,620	5	—	—	16,620	44,800	—		
10,000	5	5	58,000	9,850 7,000 2,500	4½ 4½ 5	—	—	19,350	77,350	—		
—	—	—	62,460	12,200	5	—	—	12,200	74,660	—	Line in course of construction.	
—	—	—	242,044	—	—	—	—	—	242,044	—	* Guaranteed by the county of Waterford and the county of the city of Waterford for five years granted for the construction of the railway, and for 35 years after the opening for public traffic.	
54,420	6	Nil	121,237	—	—	257,336	4	257,336	378,573	—		
6,353,513	—	—	22,915,570	2,597,545	—	5,152,294	—	7,749,889	30,665,409	355,102	TOTAL IRELAND	

"Great Southern and Western" and "Dublin, Wicklow, and Wexford" Railway Companies.





## RAILWAY RETURNS.—1876.

### NO. 2.—T R A F F I C, &c.

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RETURN showing the NUMBER of PASSENGERS and QUANTITY of GOODS conveyed,  
and the RECEIPTS therefrom, upon the RAILWAYS in ENGLAND and WALES,  
SCOTLAND, and IRELAND, during the Year 1876.

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## No. 2.—Traffic, &amp;c., ENGLAND

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1876.			PASSENGER TRAFFIC.				Holders of Season or Periodical Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
	Double or more.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.						
<i>Aberdare</i> - - - - -	<i>Leased to the Taff Vale.</i>												
<i>Abingdon</i> - - - - -	<i>Leased to the Great Western.</i>												
<i>Alcester</i> - - - - -	<i>Worked by the Great Western.</i>												
<i>Aylesbury and Buckingham</i> - - - - -	-	12	12	1,001	4,314	30,934	36,249	-	4,722	4,952	22,595	-	22,595
<i>Bala and Dolgelly</i> - - - - -	<i>Worked by the Great Western.</i>												
<i>Barnoldswick</i> - - - - -	<i>Worked by the Midland.</i>												
<i>Bedford and Northampton</i> - - - - -	<i>Leased to the Midland.</i>												
<i>Berks and Hants Extension</i> - - - - -	<i>Worked by the Great Western.</i>												
<i>Birkenhead</i> - - - - -	<i>Vested jointly in the Great Western and London and North-Western.</i>												
<i>Bishop's Castle</i> - - - - -	-	10	10	1,005	3,214	29,329	33,548	-	8,658	4,021	Mixed.	-	21,000
<i>Bishop's Waltham</i> - - - - -	<i>Worked by the London and South-Western.</i>												
<i>Bodmin and Wadebridge</i> - - - - -	-	15	15	57	1,366	4,703	6,126	-	14,194	7,153	3,512	9,293	12,300
<i>Brecon and Merthyr Tydfil Junction</i> - - - - -	-	6	56	62	5,351*	12,513*	352,007*	5	639,780*	115,406*	149,735	196,178	345,000
<i>Bridport</i> - - - - -	<i>Leased to the Great Western.</i>												
<i>Bristol and North Somerset</i> - - - - -	<i>Worked by the Great Western.</i>												
<i>Bristol and Portishead Pier and Railway</i> - - - - -	<i>Worked by the Great Western.</i>												
<i>Bristol Port Railway and Pier</i> - - - - -	-	6	6	3,393	14,254	255,231	277,878	-	-	11,192	51,355	2,799	54,146
<i>Buckfastleigh, Totnes, and South Devon</i> - - - - -	<i>Worked by the Great Western.</i>												
<i>Buckinghamshire</i> - - - - -	<i>Leased to the London and North-Western.</i>												
<i>Buckley</i> - - - - -	<i>Worked by the Wrexham, Mold, and Connah's Quay.</i>												
<i>Burry Port and Gwendreath Valley</i> - - - - -	-	18	18	-	-	-	-	-	95,699	-	-	11,117	11,117
<i>Bury St. Edmunds and Thetford †</i> - - - - -	-	12	12	2,897	2,983	40,828	46,708	-	479	2,642	29,765	-	29,765
<i>Calne</i> - - - - -	<i>Worked by the Great Western.</i>												
<i>Cambrian</i> - - - - -	9	171	180	42,454	82,714	1,326,474	1,451,642	64‡	323,226	152,516	442,565	368,342	811,400
<i>Cannock Chase and Wolverhampton</i> - - - - -	-	0	0	-	-	-	-	-	406,043	-	-	-	-
<i>Carmarthen and Cardigan</i> - - - - -	-	19	19	7,501	20,292	237,222	265,015	-	81,297	39,965	Mixed.	-	57,600
<i>Central Wales and Carmarthen Junction</i> - - - - -	-	13	13	4,206	5,978	98,583	108,567	3	23,980	19,918	-	-	-
<i>Cheshire Lines Committee</i> - - - - -	85	18	103	280,759	204,510	2,451,858	2,937,127	705‡	492,232	978,295	978,572	640,339	1,618,911
<i>Chester and Holyhead</i> - - - - -	<i>Worked by the London and North-Western.</i>												
<i>Cockermouth, Keswick, and Penrith</i> - - - - -	-	32	32	13,137	105,840	75,994	194,980	26‡	132,850	77,475	90,028	111,805	201,833
<i>Colchester, Stour Valley, Sudbury, and Halstead</i> - - - - -	<i>Leased to the Great Eastern.</i>												
<i>Coleford, Monmouth, Usk, and Pontypool</i> - - - - -	<i>Leased to the Great Western.</i>												
<i>Colne Valley and Halstead</i> - - - - -	-	19	10	5,308	0,319	68,535	83,242	-	21,394	22,339	Mixed.	-	39,980
<i>Cornwall</i> - - - - -	<i>Leased to the Great Western.</i>												
<i>Cornwall Minerals</i> - - - - -	-	47	47	1,166	-	30,079	31,245	2	31,889	164,455	20,759	82,391	103,350
(Including the "Newquay and Cornwall Junction.")	-	11	11	-	-	16,169	16,169	-	18,681	-	-	-	-
<i>Corris †</i> - - - - -	<i>Leased to the Great Western.</i>												
<i>Corveon and Bala</i> - - - - -	<i>Leased to the Great Western.</i>												
<i>Cowbridge</i> - - - - -	<i>Leased to the Taff Vale.</i>												
<i>Cowes and Newport †</i> - - - - -	-	4	4	27,496				117	-	3,040	95,225	-	95,225
<i>Ryde and Newport †</i> - - - - -	-	8	8										
<i>Croesor and Portmadoc</i> - - - - -	-	5	5	-	-	-	-	-	14,952	1,694	-	6,014	6,014
<i>Cromford and High Peak</i> - - - - -	<i>Leased to the London and North-Western.</i>												
<i>Culm Valley (Light)</i> - - - - -	<i>Worked by the Great Western.</i>												

Note.—For returns furnished by Companies of the length of single, double, treble, and quadruple or more lines.

\* These figures are obtained partly from estimates in consequence of the destruction by fire of certain documents containing part of the details.

‡ Number of tickets issued.

† The line is used almost exclusively for the haulage of slates by horse traction; the few passengers carried were conveyed in open trucks.



ND WALES, in 1876.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION, STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
93	210	1,065	-	1,368	388	7	1,763	670	56	506	1,232	-	2,995	Aberdare. Abingdon. Alcester. Aylesbury and Buckingham.
														Bala and Dolgelly. Barnoldswick. Bedford and Northampton. Berks and Hants Extension. Birkenhead.
90	191	1,074	-	1,355	169	-	1,524	1,138	151	781	2,070	124	3,718	Bishop's Castle. Bishop's Waltham.
3	37	122	-	162	6	-	168	378	-	1,675	2,053	113	2,334	Bodmin and Wadebridge.
728*	868*	11,761*	45	13,397	635	-	14,082	13,203*	719	35,744*	49,665	3,087	66,894	Brecon and Merthyr Tydfil Junction. Bridport. Bristol and North Somerset. Bristol and Portishead Pier and Railway. Bristol Port Railway and Pier.
242	268	2,874	-	3,384	176	-	3,560	1,050	-	-	1,050	141	4,751	Buckfastleigh, Totnes, and South Devon. Buckinghamshire. Buckley.
										6,001	6,001	3,042	9,043	Burry Port and Gwendreath Valley.
212	156	1,402	-	1,772	112	-	1,884	319	179	35	533	-	2,417	Bury St. Edmunds and Thetford.
														Calne.
821	9,236	69,035	697	88,589	9,152	3,412	101,153	56,735	9,014	35,147	100,896	7,765	209,314	Cambrian.
										5,081	5,081	-	5,081	Cannock Chase and Wolverhampton.
468	820	6,731	-	8,019	1,032	320	9,371	4,411	644	6,387	11,442	548	21,361	Carmarthen and Cardigan.
386	428	2,625	36	3,475	350	17	3,842	2,299	354	561	3,214	726	7,782	Central Wales and Carmarthen Junction.
009	9,741	83,845	5,505	123,100	12,360	14	135,474	175,090	8,148	21,390	204,628	8,024	348,126	Cheshire Lines Committee.
048	6,261	4,553	54	12,914	972	230	14,116	12,059	557	13,968	26,584	346	41,046	Chester and Holyhead. Cockermouth, Keswick, and Penrith.
459	444	2,066	-	2,969	302	30	3,301	3,426	163	1,986	5,575	295	9,171	Colchester, Stour Valley, Sudbury, and Halstead. Coleford, Monmouth, Usk, and Pontypool. Colne Valley and Halstead.
136	-	1,143	5	1,284	31	-	1,315	16,433	-	3,572	20,005	13	21,333	Cornwall.
		372	-	372	-	-	372	-	-	1,816	1,816	-	2,188	Cornwall Minerals.
														Corris.
														Corwen and Bala.
														Cowbridge.
643	5,434	1,731	244	9,102	991	35	10,128	107	-	-	107	54	10,289	Cowes and Newport. Ryde and Newport.
								29	-	515	544	-	544	Croesor and Portmadoc.
														Cromford and High Peak.
														Culm Valley (Light).

railway, and the receipts from 1st, 2nd, and 3rd class periodical tickets, see pages 64 and 94 respectively.

† Opened for traffic 1st March 1876.

† Equivalent number of annual tickets.

‡ The lines are worked by a joint committee of the two companies.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1876.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Perio- dical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
				1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.							
	Double or more.	Single.	TOTAL.											
Dare Valley - - - - -	Leased to the Taff Vale.													
Denbigh, Ruthin, and Corwen - - - - -	-	19	19	6,188	13,188	148,917	168,293	-	-	26,269	16,834	Mixed.		69,437
Devon and Somerset - - - - -	Worked by the Great Western.													
Dowlais - - - - - (Including the "Dowlais Extension.")	2	-	2	-	-	-	-	-	-	226,328	545	-	18,150	18,150
East and West Junction - - - - -	3	30	33	1,299	4,929	44,100	50,328	-	-	77,403	15,004	48,434	49,940	98,374
East Cornwall Mineral - - - - -	-	7	7	-	-	-	-	-	-	47,724	8,634	-	19,513	19,513
East Gloucestershire - - - - -	Worked by the Great Western.													
East Lincolnshire - - - - -	Leased to the Great Northern.													
East London - - - - -	Worked by the London, Brighton, and South Coast.													
East Norfolk - - - - -	Worked by the Great Eastern.													
Ely, Haddenham, and Sutton - - - - -	Worked by the Great Eastern.													
Ely Valley - - - - -	Worked by the Great Western.													
Evesham and Redditch - - - - -	Worked by the Midland.													
Exeter and Crediton - - - - -	Leased to the London and South-Western.													
Faringdon - - - - -	Worked by the Great Western.													
Festiniog - - - - -	-	14	14	5,209	5,672	164,970	175,851	5	121,388	24,238	46,436	64,256	110,082	
Festiniog and Blaenau† - - - - -	-	4	4	714	1,490	54,498	56,702	9,628	4,265	4,257	Mixed.		13,936	
Forcott - - - - -	-	5	5	-	-	-	-	-	-	243,134	-	-	-	-
Forest of Dean Central - - - - -	Worked by the Great Western.													
Furness - - - - -	68	40	108	75,910	150,353	1,410,063	1,636,326	333	3,578,187	408,432	468,753	587,993	1,056,746	
Garstang and Knot-End - - - - -	-	7	7	709	-	35,390	36,099	-	-	2,531	7,830	Mixed.		15,600
Gorsedda Junction and Portmadoc - - - - -	-	11	11	-	-	-	-	-	-	733	1,042	-	3,533	3,533
Great Eastern (Including the "Colchester, Stour Valley, Sudbury, and Halesend," "East Norfolk," "Ely, Haddenham, and Sutton," "Hunstanton and West Norfolk," "London and Blackwall," "Lowestoft Harbour and Railway," "Mellis and Eye," "Northern and Eastern," "Saffron Walden," "Tendring Hundred," and the "Wivenhoe and Brightlingsea," and part of the "Tottenham and Hampstead Junction.")	460	399	859	2,424,803	4,278,840	30,847,930	37,551,573	3,330	2,763,287	1,831,849	5,694,658	3,708,027	9,402,685	
Great Marlow - - - - -	-	3	3	7,914	11,707	68,004	87,625	25	9,279	9,664	Mixed.		19,928	
Great Northern (Including the "East Lincolnshire," "Hatfield and St. Albans," "Holme and Ramsey," "Horncastle," "Louth and Lincoln," "Muswell Hill Estate," "Not- tingham and Grantham," "Royston and Hitchin," "Spilsby and Firsby," "Stamford and Essendine," "Wainfleet and Firsby," and "Skegness Extension," and part of the "Midland and Eastern," and "Nor- wich and Spalding.")	472	168	640	1,152,049	2,764,944	14,231,674	18,149,267	25,653	2,696,781	3,465,519	5,687,070	5,994,527	11,632,107	
Great North of England, Clarence, and Hartlepool Junction.	Leased to the North-Eastern.													
Great Western** (Including the "Avingdon," "Alcester," from the 4th September 1876, "Bala and Dolgelly," "Berks and Hants Extension," "Bridport," "Bristol and Exeter" (to 31st July), "Bristol and North Somers- et," "Bristol and Fortishead Pier and Railway," "Buckfastleigh, Totnes, and South Devon," "Caine," "Coleford, Monmouth, Usk, and Pontypool," "Corn- wall," "Corwen and Bala," "Culm Valley (Light)" from 1st July 1876, "Devon and Somerset," "East Gloucestershire," "Ely Valley," "Faringdon," "Forest of Dean Central," "Kington and Eardis- ley," "Leominster and Kington," "Llanelly Railway and Dock," "Llangollen and Corwen," "Llynvi and Ogmore," "Marlborough," "Milford," "Mine- head," "Monmouthshire Railway and Canal," "Much Wenlock and Severn Junction," "Nantwich and Market Drayton," "Plymouth Great Western Docks," "Pontypool, Caerleon, and Newport," (to 12th July), "Ross and Monmouth," "South Devon," "Stratford-upon-Avon," "Vale of Llangollen," "Wellington and Drayton," "Wellington and Severn Junction," "Wenlock," and "Wenlock Ex- tensions," "West Cornwall Committee," "West Somerset," "Witney," "Worcester, Bromyard, and Leominster," and "Wye Valley" from 1st Novem- ber 1876, and the "Burkenhead," "Clifton Exten- sion," "Hammersmith and City," "Ludlow and Clee Hill," "Shrewsbury and Hereford," "Shrews- bury and Wellington," "Shrewsbury and Welsh- pool," "Tenbury," "Vale of Towy," "Victoria Station and Pimlico," "West London," "Weymouth and Portland," and "Wrexham and Mineral Exten- sion," jointly with other Companies.)	1,111	948	2,059	2,654,583	8,066,217	31,559,447	42,280,247	19,334	14,211,822	4,672,200	12,158,899	13,440,379	25,599,278	
Gwendraeth Valleys - - - - -	-	3	3	-	-	-	-	-	-	45,123	-	-	2,600	2,600
Hammersmith and City Junction - - - - -	Vested jointly in the Great Western and Metropolitan.													

\* All t traffic, except that of general merchandise, is carried on by the Dowlais Iron Company as part of their works.

† The Louth and Lincoln Railway was opened for all classes of traffic on 1st December 1876.

‡ Amalgamated with the Great Western from 18th July 1877.

§ For the year ended 28th February 1877.

¶ Number of tickets issued.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION, STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
608	829	5,380	-	6,817	571	9	7,397	3,995	496	2,000	6,491	420	14,308	Dare Valley.
-	-	-	-	-	-	-	-	49	-	-	49*	-	49*	Denbigh, Ruthin, and Corwen.
227	366	1,519	-	2,112	180	12	2,304	2,075	56	4,729	6,800	284	9,448	Devon and Somerset.
-	-	-	-	-	-	-	-	742	-	3,545	4,287	200	4,486	Dowlais.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	East and West Junction.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	East Cornwall Mineral.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	East Gloucestershire.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	East Lincolnshire.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	East London.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	East Norfolk.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ely, Haddenham, and Sutton.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ely Valley.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Evesham and Redditch.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Exeter and Crediton.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Faringdon.
470	372	5,267	47	6,156	-	-	6,156	4,312	-	13,483	17,795	294	24,245	Festiniog.
31	38	810	460	1,339	-	-	1,339	213	-	110	323	7	1,669	Festiniog and Blaenau.
-	-	-	-	-	-	-	-	-	-	6,104	6,104	131	6,235	Forcett.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Forest of Dean Central.
8,812	10,511	54,727	2,143	76,193	8,042	2,100	86,335	71,609	2,647	268,767	343,023	34,812	464,170	Furness.
32	-	736	-	768	35	-	803	773	-	92	865	111	1,779	Garstang and Knot-End.
-	-	-	-	-	-	-	-	101	-	106	207	-	207	Gorsedda Junction and Portmadoc.
201,972	106,670	761,632	72,888	1,203,162	98,740	26,139	1,328,041	898,883	103,585	284,401	1,281,869	204,215	2,814,125	Great Eastern.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
249	252	832	24	1,357	176	13	1,546	1,045	18	498	1,556	67	3,169	Great Marlow.
221,220	192,632	624,923	50,448	1,089,223	151,177	17,587	1,257,987	1,097,716	52,972	544,427	1,695,115	52,795	3,005,897	Great Northern.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Great North of England, Clarence and Hartlepool Junction.
478,427	695,076	1,501,888	66,413	2,741,904	344,837	95,136	3,181,877	1,871,299	106,528	1,740,076	3,717,903	132,541	7,032,321	Great Western.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	1,376	1,376	65	1,441	Gwendraeth Valleys.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hammersmith and City Junction.

‡ Including 7,205 annual tickets.

§ This line is the property of the Great Eastern Railway Company, but is worked by the Great Northern under lease.

\*\* For the year ended 31st January 1877.

†† Amalgamated with the Great Western from 1st August 1876.



NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1876.			PASSENGER TRAFFIC.					GOODS TRAFFIC.			NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	TOTAL.	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Peri- odical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
				1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.							
Harborne										Tons.	Tons.			
Hatfield and St. Albans														
Hayling Railways														
Hereford, Hay and Brecon														
Horncastle														
Hoylake and Birkenhead Railway and Tramway		5	5	10,881	89,482	48,902	149,215	505	1,444	1,710	46,452	323		75
Hunstanton and West Norfolk														
Hylton, Southwick, and Monkwearmouth*	4	-	4	-	-	-	-	-	3,828	5,558	-	-	-	-
Isle of Wight	1	11	12	87,461	376,276	107,969	571,706	88†	25,964	31,954	102,896	27,895	130,791	
Isle of Wight (Newport Junction)	-	9	9	19,436	120,810	52,838	193,084	170	244	7,856	55,188	2,034	57,222	
Keighley and Worth Valley														
Kendal and Windermere														
Kettering, Thrapstone, and Huntingdon														
King's Lynn Dock‡														
Kington and Eardisley														
Lancashire and Yorkshire (Including part of the "North Union," "Preston and Wyre" and "Preston and Longridge" Joint Lines.)	413	26	439	2,393,783	2,874,116	31,522,567	36,790,466	6,883†	8,367,341	4,285,738	5,712,559	5,634,287	11,346,846	
Lancashire Union														
Lancaster and Carlisle														
Leominster and Kington														
Liskeard and Caradon (Including the "Liskeard and Looe Union Railway and Canal.")	-	17	17	-	-	-	-	-	45,226	2,655	-	-	17,541	17,541
Liskeard and Looe Union Railway and Canal														
Llanelli Railway and Dock														
Llangollen and Corwen														
Llantrissant and Taff Vale Junction														
Llynvi and Ogmore														
London and Blackwall														
London and Greenwich														
London and North-Western§ (Including the "Anglosey Central" (to 30th June), "Buckinghamshire," "Chester and Holyhead and Branches," "Cromford and High Peak," "Har- borne," "Kendal and Windermere," "Lancashire Union," "Lancaster and Carlisle," "Mold and Denbigh Junction," "Shropshire Union," "Sirhowy" (to 30th June), and "Watford and Rickmans- worth," and half of the "Ashby and Nuneaton," "Birkenhead and Branches," "Ludlow and Cleve Hill," "Preston and Longridge," "Shrewsbury and Hereford," "Shrewsbury and Wellington," "Shrews- bury and Welshpool," "Tenbury," and "Vale of Towy" and part of the "North Union," "Preston and Wyre," "West London," and "West London Extension.")	1,262	370	1,632	3,269,550	5,933,247	37,543,535	46,746,332	24,927	26,931,795		15,577,170	17,006,343	32,583,513	
London and South-Western (Including the "Bishop's Waltham," "Exeter and Crediton," "Lymington," "Mid-Hants," "Poole and Bournemouth," "Salisbury and Dorset," "Salis- bury and Yeovil," "Salisbury Railway and Market House," "Seaton and Beer," "Sidmouth," "Staines, Wokingham, and Woking," and half of the "Wey- mouth and Portland," and part of the "West London Extension.")	442	245	687	2,869,340	4,632,891	14,927,872	22,430,103	40,638	1,135,967	1,268,929	6,065,139	2,504,367	8,569,506	
London, Brighton, and South Coast (Including the "East London" and "Hayling Rail- ways," and part of the "Victoria Station and Pimlico" and "West London Extension.")	260	89	349	2,307,316	3,081,994	23,533,796	28,923,106	12,818	1,063,183	744,478	5,076,910	1,046,617	6,123,527	
London, Chatham, and Dover (Including the "Mid-Kent (Bromley to St. Mary's Cray)," "Sevenoaks, Maidstone, and Tunbridge," and part of the "Victoria Station and Pimlico.")	135	24	159	2,138,629	2,439,713	17,636,364	22,214,706	58,101	924,251	496,425	2,534,260	544,964	3,079,224	
Londonderry (Seaham to Sunderland) (Private Property.)	6	1	7	10,891	27,553	284,373	322,817	32	993,897	23,654	33,732	181,171	214,903	
London, Tilbury, and Southend	41	4	45	171,431	194,557	1,854,642	2,020,630	1,015	41,422	48,623	301,445	85,056	386,501	
Longton, Adderley Green, and Bucknall														
Lostwithiel and Fowey		5	5						8,419					
Louth and Lincoln														
Lowestoft Railway and Harbour														

\* The line was opened for traffic on 1st July 1876.

† From which date the line was transferred to the London and North-western.

‡ Equivalent number of annual tickets.

§ Including 33,978 workmen's weekly tickets.

§§ Including 26,445 workmen's weekly tickets.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS NAVIGATION, STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Pas- senger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Pas- sengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
476	2,711	1,476	644	5,307	236	-	5,543	92	-	73	165	-	5,708	Harborne.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hatfield and St. Albans.
-	-	-	-	-	-	-	-	261	-	86	347	-	347	Hayling Railways.
5,889	15,167	3,255	637	24,948	1,171	46	26,165	3,151	-	1,684	4,835	2,182	33,182	Hereford, Hay, and Brecon.
944	4,225	1,007	200	6,376	184	4	6,564	629	-	21	650	340	7,554	Horncastle.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hoyle and Birkenhead Railway and Tramway.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hunstanton and West Norfolk.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Hylton, Southwick, and Monk- wearmouth.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Isle of Wight.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Isle of Wight (Newport Junction).
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Keighley and Worth Valley.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kendal and Windermere.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kettering, Thrapstone, and Hunt- ingdon.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	King's Lynn Dock.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kington and Bardisley.
177,537	138,232	901,422	86,748	1,303,939	110,497	8,248	1,422,634	1,402,914	47,550	664,784	2,115,248	30,268	3,568,200	Lancashire and Yorkshire.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Lancashire Union.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Lancaster and Carlisle.
-	-	-	-	-	-	-	-	601	-	2,708	10,309	-	10,309	Leominster and Kington.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Liskeard and Caradon.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Liskeard and Looe Union Railway and Canal.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Llanelli Railway and Dock.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Llangollen and Corwen.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Llantrissant and Taff Vale Junc- tion.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Llynvi and Ogmore.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	London and Blackwall.
686,400	541,182	1,842,724	98,052	3,168,358	433,805	147,140	3,749,363	3,223,261	211,453	2,016,492	5,451,206	120,408	9,320,977	London and Greenwich.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	London and North-Western.
326,960	336,169	628,936	106,992	1,399,057	137,260	22,291	1,561,838	565,580	33,153	173,630	772,363	231,969	2,616,170	London and South-Western.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
282,247	240,213	551,474	129,543	1,203,432	80,330	6,252	1,290,064	293,925	10,532	134,570	439,027	76,289	1,305,380	London, Brighton, and South Coast.
157,146	90,931	334,082	62,965	645,124	36,172	427	681,723	113,997	6,207	84,215	204,419	134,148	1,020,290	London, Chatham, and Dover.
373	668	4,786	152	5,979	253	90	6,322	1,761	-	22,580	24,341	4,331	34,994	Londonderry (Seaham to Sunder- land).
11,222	8,189	42,250	4,036	65,697	2,760	184	68,641	11,780	11,438	2,858	26,076	9,004	103,721	London, Tilbury, and Southend.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Longton, Adderley Green, and Buck- nall.
-	-	-	-	-	-	-	-	-	-	363	363	-	863	Lostwithiel and Fowey.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Louth and Lincoln.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Lowestoft Railway and Harbour.

† The short tramway belonging to the Company is used only for the transit of goods between the Great Eastern Railway and the Docks. No return can be given.  
 § From 30th June the Wolverhampton and Walsall line was transferred to the Midland Company. || From which date the line was sold to the London and North-western.  
 †† Including 3,133*l.* received from workmen's weekly tickets. ††† Including 3,230*l.* from excess fares, not classified.



NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1876.			PASSENGER TRAFFIC.				GOODS TRAFFIC.			NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Perio- dical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
	Double or more.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.						
Ludlow and Cleve Hill - - - - -	Worked by the London and North-Western and Great Western jointly.												
Lymington - - - - -	Worked by the London and South-Western.												
Macclesfield Committee - - - - -	11	-	11	8,536	15,987	310,075	334,598	37*	91,227	99,030	54,469	49,879	104,348
Maenclochog † - - - - -	-	9	9	45	149	6,481	6,675	2	6,690‡	-	1,566	5,184	6,750
Manchester and Milford - - - - -	-	42	42	2,932	5,641	123,084	131,657	4	33,975	15,601	Mixed.		123,782
Manchester, Sheffield, and Lincolnshire - - -	234	26	260	455,090	713,976	9,950,050	11,119,116	1,428*	4,186,577	4,010,523	1,856,792	3,259,379	5,116,671
Manchester, South Junction, and Altrincham -	9	-	9	566,893	256,934	2,625,474	3,449,301	1,861*	882,033	382,432	154,020	5,950	159,970
Marlborough - - - - -	Worked by the Great Western.												
Maryport and Carlisle - - - - -	28	11	39	18,027	31,315	401,539	450,881	2,021¶	905,102	163,128	122,852	268,316	391,168
Mawddwy - - - - -	-	7	7	745	1,359	36,170	38,274	1	5,948	1,680	Mixed.		21,276
Mellis and Eye - - - - -	Worked by the Great Eastern.												
Merrybent and Darlington - - - - -	See Note on p. 23.												
Methley Joint Railway - - - - -	6	-	6	5,129	8,707	271,523	285,359	44	196,919	114,399	-	-	-
Metropolitan (Including the "Metropolitan and St. John's Wood," and half the "Hammersmith and City.")	12	2	14	5,676,192	3,485,005	35,517,407	50,678,604	10,809*	894,249	333,650	860,597	-	860,597
Metropolitan and St. John's Wood - - - - -	Worked by the Metropolitan.												
Metropolitan District - - - - -	8	-	8	3,062,417	4,873,113	19,479,653	27,415,183	†† 7,978	-	-	815,765	-	815,765
Mid-Hants - - - - -	Worked by the London and South-Western.												
Mid-Kent (Bromley to St. Mary's Cray) - - -	Leased to the London, Chatham, and Dover.												
Midland (Including the "Barnoldswick," "Bedford and North- ampton," "Evesham and Redditch," "Hereford, Hay, and Brecon," "Keighley and Worth Valley," "Kettering, Thrapstone, and Huntingdon," "Man- chester, Buxton, Matlock, and Midland Junction," "Peterborough, Wisbeach, and Sutton," "Stone- house and Nailsorth," "Swansea Vale" (to the 30th June), †† "Tewkesbury and Malvern," the "Fur- ness and Midland," Joint Line, and half the "Ashby and Nuneaton," "Clifton Extension," "Great Western and Midland," from Malvern Wells to Malvern Link, "Midland and Eastern," "Norwich and Spalding," "Olney and Ilkley," and "Tottenham and Hampstead Junction.")	928	310	1,238	2,723,568	-	25,992,652	28,716,220	9,835*	11,203,034	9,151,112	8,858,034	14,793,512	23,651,546
Midland and Eastern - - - - -	Worked by the Great Northern and Midland.												
Mid-Wales - - - - -	-	48	48	7,219	12,326	250,624	270,169	16	66,352	42,385	121,888	104,993	226,881
Milford - - - - -	Worked by the Great Western.												
Minehead - - - - -	Worked by the Great Western.												
Mold and Denbigh Junction - - - - -	Worked by the London and North-Western.												
Monmouthshire Railway and Canal - - - - -	Worked by the Great Western.												
Much Wenlock and Severn Junction - - - - -	Worked by the Great Western.												
Muswell Hill Estate - - - - -	Worked by the Great Northern.												
Nantwich and Market Drayton - - - - -	Worked by the Great Western.												
Neath and Brecon - - - - -	-	40	40	8,288	4,976	247,034	260,298	15	182,020	24,875	124,618	47,941	172,559
Newquay and Cornwall Junction - - - - -	Leased to the Cornwall Minerals.												
Northampton and Banbury Junction - - - -	-	15	15	3,621	10,242	88,634	102,497	2	109,838	36,564	27,156	16,036	§§ 56,694
North and South Western Junction - - - -	4	1	5	9,761	30,272	148,538	188,571	III 50	-	-	-	-	-
North-Eastern (Including the "Great North of England, Clarence, and Hartlepool," "Hexham and Allendale" (to 30th June), ¶ and "Tees Valley," and part of the "Olney and Ilkley" Joint Line.)	926	503	1,429	1,261,842	1,972,767	26,219,611	29,454,220	15,533	26,446,298	7,897,397	7,712,313	13,874,995	21,587,308
Northern and Eastern - - - - -	Leased to the Great Eastern.												
North London - - - - -	12	-	12	1,890,130	2,230,043	20,704,838	24,825,011	III 70,002	712,487	1,121,538	1,488,075	180,205	1,668,280
North Staffordshire (Including the Longton, Adderley Green, and "Bucknall.")	149	46	195	152,862	321,183	4,618,783	5,092,828	932*	2,351,299	793,814	879,539	800,450	1,679,989
North Union - - - - -	Leased to the London and North-Western and Lancashire and Yorkshire.												
Norwich and Spalding - - - - -	Worked by the Great Northern and Midland.												
Nottingham and Grantham Railway and Canal -	Leased to the Great Northern.												
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	6	-	6	31,588	68,229	830,935	930,752	447*	128,168	100,381	110,810	15,216	126,026

\* Equivalent number of annual tickets.  
† Including merchandise.  
‡ Including 1,920 workmen's weekly tickets.  
¶ Number of periodical tickets issued during the year.

† The line was opened for goods traffic in January 1876, and for passenger traffic on 16th September 1876.  
§ Receipts from merchandise included with those from minerals.  
|| The Company received, in addition to the above, 48,239l. net receipts from rents of houses, &c.  
¶¶ Amalgamated with the Midland from 1st July 1876.



RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Miscellaneous, Rents, Tolls, Navigation, Steamboats, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
														Ludlow and Clee Hill.
														Lymington.
278	296	4,964	157	5,695	1,104	-	6,799	5,588	112	3,378	9,078	50	15,927	Macclesfield Committee.
3	6	119	1	129	7	-	136	-	30	488	518	-	654	Maenclochog.
388	497	7,323	24	8,232	510	250	8,992	4,019	528	3,359	7,906	218	17,116	Manchester and Milford.
41,265	38,237	278,715	13,700	371,917	70,392	2,702	445,011	701,112	19,575	338,836	1,059,523	235,325	1,739,859	Manchester, Sheffield, and Lincolnshire.
15,237	5,850	41,077	19,367	81,531	5,044	60	86,635	12,900	684	9,227	22,811	2,879	112,325	Manchester, South Junction, and Altrincham.
														Marlborough.
2,521	2,783	18,326	783	24,413	2,276	985	27,674	22,410	1,475	74,841	98,726	1,783	128,183	Maryport and Carlisle.
40	43	679	5	767	53	25	845	263	3	606	872	53	1,770	Mawddwy.
														Mellis and Eye.
														Merrybent and Darlington.
71	94	1,963	41	2,169	74	-	2,243	2,748	12	2,616	5,376	129	7,748	Methley Joint Railway.
84,312	110,666	269,863	28,741	493,582	916	-	494,498	13,427	253	11,744	25,424	35,966	555,888**	Metropolitan.
														Metropolitan and St. John's Wood.
51,933	54,923	153,490	15,166	275,512	-	-	275,512	-	-	-	-	9,092	284,604	Metropolitan District.
														Mid-Hants.
399,770	-	1,245,442	65,432	1,710,644	220,927	48,348	1,988,919	2,529,819	75,341	1,585,430	4,190,620	65,679	6,245,218	Mid-Kent (Bromley to St. Mary's Cray).
														Midland.
														Midland and Eastern.
1,080	780	10,001	115	11,906	903	848	13,657	9,807	1,006	7,363	17,681	6,260	37,598	Mid-Wales.
														Milford.
														Minehead.
														Mold and Denbigh Junction.
														Monmouthshire Railway and Canal.
														Much Wenlock and Severn Junction.
														Muswell Hill Estate.
														Nantwich and Market Drayton.
530	460	5,899	61	6,950	386	150	7,486	2,073	240	10,209	12,522	375	20,383	Neath and Brecon.
														Newquay and Cornwall Junction.
218	412	2,379	27	3,036	205	20	3,261	2,974	267	2,858	6,099	121	9,481	Northampton and Banbury Junction.
88	169	573	14	844	12	-	856	-	-	-	-	697	1,553	North and South Western Junction.
220,515	163,413	1,086,856	57,113	1,527,897	198,680	44,966	1,771,543	2,075,356	96,445	2,385,336	4,557,137	161,074	6,489,754	North-Eastern.
														Northern and Eastern.
31,265	24,323	187,246	29,864	252,698	950	-	253,657	86,950	10,175	29,482	126,607	19,159	399,423	North London.
15,826	16,802	118,541	5,920	155,089	13,540	1,500	170,129	172,622	3,926	193,805	370,353	84,821	625,303	North Staffordshire.
														North Union.
														Norwich and Spalding.
														Nottingham and Grantham Railway and Canal.
780	869	10,854	1,933	14,436	689	20	15,145	8,378	97	3,772	12,247	169	27,561	Oldham, Ashton-under-Lyne, and Guide Bridge Junction.

|| In addition to the 260 miles above given, the Manchester, Sheffield, and Lincolnshire Company are half owners of 88 miles and one-third owners of 103 miles, the returns for which lines are given separately.

§§ Including 13,502 miles travelled by mixed trains.

|||| Actual number of individual holders.

¶¶ Amalgamated with the North-eastern from 1st July 1876.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1876.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			
	Double or more.	Single.	TOTAL.	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Perio- dical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
				1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.							
Pembroke and Tenby	-	29	29	12,078	43,469	194,884	250,431	8*	Tons. 68,405	Tons. 20,463	72,317	45,335	117,652	
Penarth Harbour, Dock, and Railway	-	Leased to the Taff Vale.												
Peterborough, Wisbeach, and Sutton	-	Worked by the Midland.												
Poole and Bournemouth	-	Leased to the London and South-Western.												
Potteries, Shrewsbury, and North Wales	-	28	28	3,658	66	64,400	68,124	1	51,332	3,387	24,305	20,949	73,451†	
Preston and Wyre	-	Leased to the Lancashire and Yorkshire, and London and North-Western.												
Ravenglass and Eskdale‡	-	7	7	96	-	1,017	1,113	-	1,164	9,188	1,064	8,234	9,298	
Redruth and Chasewater	-	9	9	-	-	-	-	-	31,074	4,258	-	9,980	9,980	
Rhondda Valley and Hirwain Junction§	-	1	1	-	-	-	-	-	130,354	3,723	-	-	5-	
Rhymney	-	21	42	10,371	29,882	429,417	469,670	30	2,985,241	132,237	113,863	674,230	788,098	
Ross and Monmouth	-	Worked by the Great Western.												
Royston and Hitchin	-	Leased to the Great Northern.												
Ryde and Newport	-	See under Cowes and Newport.												
Saffron Walden	-	Worked by the Great Eastern.												
St. Austell and Pentewan Railway, Harbour, and Dock.	-	3	3	-	-	-	-	-	19,672	-	-	3,762	3,762	
Salisbury and Dorset Junction	-	Worked by the London and South-Western.												
Salisbury and Yeovil	-	Leased to the London and South-Western.												
Salisbury Railway and Market House	-	Worked by the London and South-Western.												
Saundersfoot Railway and Harbour	-	7	7	-	-	-	-	-	35,806	-	-	-	-	
Scotswood, Newburn, and Wylam Railway and Dock	-	6	6	2,363	1,960	92,336	96,659	13	39,044	12,439	9,379	4,490	13,869	
Seaton and Beer	-	Worked by the London and South-Western.												
Sevenoaks, Maidstone, and Tunbridge	-	Worked by the London, Chatham, and Dover.												
Severn and Wye Railway and Canal	-	3	30	33	4,332	802	77,826	54	351,801	81,715	44,346	56,859	101,205	
Sheffield and Midland Committee	-	18	2	20	147,776	71,004	2,304,746	302*	650,794	805,399	263,415	163,250	426,665	
Shrewsbury and Hereford	-	Leased to the Great Western and London and North-Western.												
Shropshire Union Railways and Canal	-	Leased to the London and North-Western.												
Sidmouth	-	Worked by the London and South-Western.												
Somerset and Dorset¶ (Worked by the "Midland" and "London and South- western" Companies jointly.)	-	92	92	34,610	65,591	517,629	617,830	65	166,989	161,971	**	**	751,733	
South Devon	-	Leased to the Great Western.												
South-Eastern (Including the "London and Greenwich.")	-	318	13	331	2,106,058	2,624,354	18,901,224	23,632,136	9,439*	554,525	838,260	3,829,183	951,264	4,780,447
South Wales Mineral	-	13	13	-	-	-	-	-	134,074	6,514	Cannot be given.			
Spilsby and Firsby	-	Worked by the Great Northern.												
Stafford and Uttoxeter	-	13	13	3,749	5,155	68,173	72,077	-	5,205	6,179	39,885	6,753	46,638	
Staines, Wokingham, and Woking	-	Leased to the London and South-Western.												
Stamford and Essendine	-	Worked by the Great Northern.												
Stonehouse and Nailsworth	-	Worked by the Midland.												
Stratford-upon-Avon	-	Worked by the Great Western.												
Taff Vale (Including the "Aberdare," "Cowbridge," "Dare Valley," "Llantrissant and Taff Vale Junction," and "Penarth Harbour, Dock, and Railway.")	-	57	24	81	24,474	75,673	1,083,750	1,183,897	2,335	5,123,880	279,477	177,765	998,159	1,175,924
Talyllan	-	7	7	-	324	21,940	22,264	-	6,541	-	Mixed.		10,480	
Tees Valley	-	Worked by the North-Eastern.												
Tenbury	-	Worked by the Great Western and London and North-Western.												
Tendring Hundred	-	Worked by the Great Eastern.												
Teokesbury and Malvern	-	Worked by the Midland.												
Theford and Watton (Including the "Watton and Swaffham.")	-	19	19	4,766	4,848	49,633	59,247	-	3,400	10,666	Mixed.		71,899	
Torbay and Brixham	-	2	2	1,226	14,597	60,081	75,904	5	594	3,789	Mixed.		13,800	
Tottenham and Hampstead Junction	-	Worked by the Great Eastern and Midland.												
Trent, Ancholme, and Grimsby	-	13	1	14	4,690	5,502	105,238	115,430	35*	882,068	65,499	36,214	104,790	141,004
Vale of Llangollen	-	Worked by the Great Western.												
Vale of Towy	-	Leased to the Llanelly and London and North-Western.												

\* Equivalent number of annual tickets.

§ The haulage is done by the Taff Vale Company, and the train mileage is included in that Company's return, as the cost is charged directly to the freighters; the

|| For the year ended 30th September 1876.

† Including 28,197 miles run by mixed trains.

‡ Less cost of collection and delivery.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION, STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
1,534	2,691	7,946	114	12,285	1,191	330	13,806	5,706	355	5,629	11,690	415	25,911	Pembroke and Tenby.
														<i>Penarth Harbour, Dock, and Railway.</i>
														<i>Peterborough, Wisbeach, and Sutton.</i>
														<i>Poole and Bournemouth.</i>
245	5	1,884	8	2,142	98	-	2,240	840	168	3,179	4,187	412	6,889	Potteries, Shrewsbury, and North Wales.
														<i>Preston and Wyre.</i>
5	-	23	-	27	-	-	27	183	-	1,240	1,423	94	1,544	Ravenglass and Eskdale.
-	-	-	-	-	-	-	-	316	-	3,312	3,628	-	3,628	Redruth and Chasewater.
-	-	-	-	-	-	-	-	34	-	543	577	-	577	Rhondda Valley and Hirwain Junction.
720	1,404	8,857	152	11,133	712	64	11,909	15,141	89	93,118	103,348	3,046	123,303	Rhymney.
														<i>Ross and Monmouth.</i>
														<i>Royston and Hitchin.</i>
														Ryde and Newport.
														<i>Saffron Walden.</i>
-	-	-	-	-	-	-	-	-	-	1,340	1,340	100	1,440	St. Austell and Pentewan Railway, Harbour, and Dock.
														<i>Salisbury and Dorset Junction.</i>
														<i>Salisbury and Yeovil.</i>
-	-	-	-	-	-	-	-	-	-	463	463	-	463	<i>Salisbury Railway and Market House.</i>
70	36	975	9	1,090	24	-	1,114	538	-	794	1,332	27	2,473	Saundersfoot Railway and Harbour.
														<i>Scotswood, Newburn, and Wylam Railway and Dock.</i>
														<i>Seaton and Beer.</i>
328	29	1,758	29	2,144	365	43	2,552	7,789	-	17,165	24,954	4,987	32,493	<i>Sevenoaks, Maidstone, and Tunbridge.</i>
5,318	2,367	29,535	1,784	39,004	3,604	50	42,658	19,411	668	9,789	29,868	1,805	74,131	Severn and Wye Railway and Canal.
														Sheffield and Midland Committee.
														<i>Shrewsbury and Hereford.</i>
														<i>Shropshire Union Railways and Canal.</i>
6,251	4,555	22,939	270	34,015	3,444	142	37,601	33,123	1,571	17,809	52,503	2,219	92,323	<i>Sidmouth.</i>
														Somerset and Dorset.
														<i>South Devon.</i>
323,651	197,769	584,750	127,528	1,233,696	98,719	27,035	1,359,450	299,773	12,433	79,314	391,520	165,787	1,916,757	South-Eastern.
-	-	-	-	-	-	-	-	1,053	-	6,656	7,709	-	7,709	South Wales Mineral.
														<i>Spilsby and Firsby.</i>
313	303	1,929	-	2,545	165	-	2,710	848	132	324	1,304	-	4,014	Stafford and Uttoxeter.
														<i>Staines, Wokingham, and Woking.</i>
														<i>Stamford and Essendine.</i>
														<i>Stonehouse and Nailsworth.</i>
2,682	5,976	45,915	1,833	55,806	3,290	1,767	60,863	53,477	642	347,645	401,764	58,652	521,279	<i>Stratford-upon-Avon.</i>
														Taff Vale.
-	15	426	-	441	149	10	600	-	-	1,074	1,074	164	1,838	Talylyn.
														<i>Tees Valley.</i>
														<i>Tenbury.</i>
														<i>Tendring Hundred.</i>
														<i>Tevesbury and Malvern.</i>
315	231	1,537	-	2,083	326	-	2,409	1,506	195	490	2,191	261	4,861	Thetford and Watton.
34	254	770	6	1,064	822	40	1,926	††445	-	-††	445	31	2,402	Torbay and Brixham.
														<i>Tottenham and Hampstead Junction.</i>
353	227	2,600	100	3,280	420	-	3,700	6,310	423	28,251	34,984	7	38,691	Trent, Ancholme, and Grimsby
														<i>Vale of Llanguollen.</i>
														<i>Vale of Towy.</i>

† Line opened for passengers on 20th November 1876.

receipts of the Rhondda Valley and Hirwain Junction Company consist of tolls levied for the use of the line only.

¶ For the year ended 31st October 1876.

\*\* The mileage of passenger and goods trains cannot be given separately as many of the trains are mixed.

†† Receipts from minerals included with those from merchandise.



NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1876.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	TOTAL.	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Holders of Season or Perio- dical Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
				1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.						
Van - - - - -	-	7	7	-	22	3,924	3,946	* 2,496	Tons. 15,159	Tons. 3,397	Mixed.		9,733
Victoria Station and Pimlico - - - - -	Used by the Great Western, London and North-Western, London, Brighton, and South Coast, and London, Chatham, and Dover.												
Wainfleet and Firsby - - - - -	Worked by the Great Northern.												
Watford and Rickmansworth - - - - -	Worked by the London and North-Western.												
Watlington and Princes Risborough - - - - -	-	9	9	1,556	2,947	18,024	22,527	-	4,896	3,221	Mixed.		17,838
Watton and Swaffham - - - - -	Worked by the Thetford and Watton.												
Wellington and Drayton - - - - -	Worked by the Great Western.												
Wellington and Severn Junction - - - - -	Leased to the Great Western.												
Wenlock - - - - -	Worked by the Great Western.												
West Cornwall Committee - - - - -	Leased to the Great Western.												
West London - - - - -	Leased to the West London Extension.												
West London Extension - - - - -	Line worked by the Great Western, London and North-Western, London and South-Western, and London, Brighton, and South Coast, and London, Chatham, and Dover.												
West Riding and Grimsby - - - - -	26	-	26	53,375	149,381	399,907	602,663	125	68,373	539,870	170,876	209,307	380,183
West Somerset - - - - -	Leased to the Great Western.												
West Somerset Mineral - - - - -	-	12†	12†	118	11,413	7,095	18,626	-	46,188	3,743	16,300	22,000	38,300
Weymouth and Portland - - - - -	Worked by the Great Western and London and South-Western.												
Whitehaven, Cleator, and Egremont (Including the Cleator and Furness Joint Line.)	16	11	27	9,319	26,367	283,920	319,606	324	1,359,812	31,831	80,463	159,897	240,860
Whitland and Taff Vale - - - - -	-	16	16	1,097	2,573	40,409	44,079	-	13,334	4,918	Mixed.		39,536
Wilney - - - - -	Worked by the Great Western.												
Wivenhoe and Brightlingsea - - - - -	Worked by the Great Eastern.												
Worcester, Bromyard, and Leominster - - - - -	Worked by the Great Western.												
Wrexham, Mold, and Connah's Quay (Including the "Buckley.")	-	16	16	2,867	13,213	177,968	194,078	-	275,229	38,424	25,039	45,069	70,108
Wye Valley - - - - -	Worked by the Great Western.												
TOTAL ENGLAND AND WALES - - - - -	7,591	4,398	11,989	38,302,841	58,940,892	383,686,658	480,939,391	345,656	100,412,568	46,347,375	89,532,620	89,275,438	180,146,823
									and 26,931,795 tons unclassified.				

\* Number of workmen's weekly tickets issued.

† Of this length 5 miles are open for goods and mineral traffic only.

§ Including 1,338,765 miles travelled by mixed trains.

|| Including 3,230% from excess fares not classified.

TABLE No. 2A.

The following Companies have, in addition, given the Number of Miles of Single, Double, Treble, and Quadruple or more Lines of Rails belonging to or worked by them.

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPEN ON 31ST DECEMBER 1876.				
	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	TOTAL.
GREAT EASTERN - - - - -	399	455	3	2	859
GREAT NORTHERN - - - - -	168	438	20	14	640
LONDON AND NORTH-WESTERN - - - - -	370	1,160	24	78	1,632
LONDON AND SOUTH-WESTERN - - - - -	245	435	2	5	687
LONDON, BRIGHTON, AND SOUTH COAST - - - - -	89	242	8	10	349
LONDON, CHATHAM, AND DOVER - - - - -	24	128	1	6	159
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE - - - - -	26	214	8	12	260
MIDLAND - - - - -	310	866	16	46	1,238
NORTH LONDON - - - - -	-	7	-	5	12
SOUTH-EASTERN - - - - -	13	312	3	3	331
TAFF VALE - - - - -	24	43	11	3	81

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION, STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3rd Class (including Parliamentary).	Holders of Season and Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
-	1	81	283	365	-	-	365	1,300	-	987	2,237	20	2,622	Van.
														Victoria Station and Pimlico.
														Wainfleet and Firsby.
														Watford and Rickmansworth.
127	153	536	-	816	187	-	1,003	644	9	451	1,104	-	2,107	Watlington and Princes Risborough.
														Watton and Swaffham.
														Wellington and Drayton.
														Wellington and Severn Junction.
														Wenlock.
														West Cornwall Committee.
														West London.
														West London Extension.
6,060	5,361	19,795	589	31,805	3,222	298	35,325	46,394	2,686	5,166	54,246	75	89,646	West Riding and Grimsby.
														West Somerset.
4	236	94	-	328	23	-	351	545	-	6,559	7,104	-	7,455	West Somerset Mineral.
														Weymouth and Portland.
358	658	5,906	560	7,482	394	79	7,955	3,868	129	72,182	76,179	1,081	85,215	Whitehaven, Cleator, & Egremont.
161	201	1,447	-	1,809	203	200	2,212	883	-	1,573	2,456	31	4,699	Whitland and Taff Vale.
														Witney.
														Wivenhoe and Brightlingsea.
														Worcester, Bromyard, and Leominster.
131	382	3,198	-	3,661	243	-	3,904	5,295	88	12,553	17,931	135	21,970	Wrexham, Mold, and Connah's Quay.
														Wye Valley.
3,816,103	3,121,985	11,624,235	1,060,705	19,623,023	2,076,490	459,675	22,162,423	16,008,508	836,372	11,406,849	28,341,720	1,972,167	52,476,319	TOTAL ENGLAND AND WALES.

‡ The decrease in the number of season ticket holders, as compared with the number in 1875, is partly caused by a change in the method of counting them. See note on page iii.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st January 1877.			PASSENGER TRAFFIC.				Holders of Season or Periodical Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	TOTAL.	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
				1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.						
Arbroath and Forfar	-	-	-	Leased to the Caledonian.					Tons.	Tons.			
Ayr and Maybole	-	-	-	Leased to the Glasgow and South-Western.									
Blane Valley	-	-	-	Worked by the North British.									
Bushy	-	-	-	Worked by the Caledonian.									
Caledonian (Including the "Arbroath and Forfar," "Bushy," "Callander and Oban," "Dundee and Newtyle," "Greenock and Wemyss Bay," "Montrose and Bervie," "Portpatrick," "Solway Junction," and half the "Glasgow and Kilmarnock," "Glasgow and Paisley," and "Glasgow, Barrhead, and Neilston" joint lines.)	446	383	829	1,559,760	1,399,852	11,223,514	14,183,126	5,205*	10,108,534	2,634,636	4,346,680	6,506,177	10,852,857
Callander and Oban	-	-	-	Worked by the Caledonian.									
Carlisle and Silloth Bay	-	-	-	Leased to the North British.									
City of Glasgow Union	6	-	6	330,243	201,716	1,295,994	1,827,953	2,411	287,991	167,547	-	-	-
Dingwall and Skye	-	-	-	Worked by the Highland.									
Duke of Sutherland's	-	-	-	Worked by the Highland.									
Dundee and Newtyle	-	-	-	Leased to the Caledonian.									
Edinburgh and Bathgate	-	-	-	Leased to the North British.									
Edinburgh, Loanhead, and Roslin	-	-	-	Worked by the North British.									
Findhorn	-	-	-	Line closed since 30th January 1869.									
Forth and Clyde Junction	-	-	-	Leased to the North British.									
Glasgow and South-Western (Including the "Ayr and Maybole," "Kilmarnock and Troon," and half the "Glasgow, Barrhead, and Neilston," "Glasgow and Kilmarnock," and "Glasgow and Paisley" joint lines.)	216	101	317	667,476	519,144	4,771,402	5,958,022	1,437*	3,797,112	745,608	1,654,089	2,370,713	4,024,752
Glasgow, Barrhead, and Neilston Direct	-	-	-	Leased to the Caledonian and Glasgow and South-Western.									
Great North of Scotland (Including the "Morayshire.")	7	279	286	237,141	-	1,693,194	1,930,335	1,398*	268,924	340,239	570,748	491,244	1,061,992
Greenock and Wemyss Bay	-	-	-	Worked by the Caledonian.									
Highland† (Including the "Dingwall and Skye,"† "Duke of Sutherland's,"† "Sutherland,"† and "Sutherland and Caithness.")‡	7	395	402	177,485	68,269	1,116,515	1,362,269	1,780	182,968	251,487	Mixed.		1,319,071
Kilmarnock and Troon	-	-	-	Leased to the Glasgow and South-Western.									
Leven and East of Fife	-	20	20	16,505	26,489	160,472	203,466	210	49,418	69,080	§	31,276	§87,086
Montrose and Bervie	-	-	-	Worked by the Caledonian.									
Morayshire	-	-	-	Worked by the Great North of Scotland.									
North British (Including the "Berwickshire"   (to 31st July 1876), "Blane Valley," "Carlisle and Silloth Bay," "Edinburgh and Bathgate," "Edinburgh, Loanhead, and Roslin," "Forth and Clyde Junction," "Peebles"   (to 31st July 1876), "Penicuik"   (to 31st July 1876), "Port Carlisle Dock and Railway," "St. Andrews," and "Whiteinch.")	381	470	851	1,698,732	1,104,271	11,624,449	14,427,452	14,030†	7,369,848	2,518,722	3,790,127	4,624,326	8,414,453
Port Carlisle Dock and Railway	-	-	-	Leased to the North British.									
Port Patrick	-	-	-	Worked by the Caledonian.									
St. Andrews	-	-	-	Worked by the North British.									
Solway Junction	-	-	-	Leased to the Caledonian.									
Sutherland	-	-	-	Worked by the Highland.									
Sutherland and Caithness	-	-	-	Worked by the Highland.									
Whiteinch	-	-	-	Worked by the North British.									
Wigtownshire	-	15	15	6,501	-	92,517	99,018	10	5,164	5,852	Mixed.		46,127
TOTAL SCOTLAND	1,063	1,663	2,726	4,693,843	3,319,741	31,978,057	39,991,641	26,481	22,019,974	6,733,166	10,361,594	14,023,736	25,506,338 ‡‡

Note.—The financial year of the Scotch Railway Companies,

\* Equivalent number of annual tickets.

† For the year ended 28th February 1877.

‡ For the year ended 31st August 1876.

\*\* Including 169¢ received for workmen's weekly tickets.

†† Including 13,066¢ from goods traffic not classified.



SCOTLAND, in 1876.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION, STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
176,148	66,897	405,551	41,988	810,584	91,870	54,638	967,092	808,318	68,099	964,680	1,841,097	138,398	2,936,587	Arbroath and Forfar. Ayr and Maybole. Blane Valley. Busby. Caledonian.
2,342	949	5,174	743	9,208	575	100	9,883	4,552	1,925	5,970	12,447	59,686	82,016	Callander and Oban. Carlisle and Silloth Bay. City of Glasgow Union. Dingwall and Skye. Duke of Sutherland's. Dundee and Newtyle. Edinburgh and Bathgate. Edinburgh, Loanhead, and Roslin. Findhorn. Forth and Clyde Junction. Glasgow and South-Western.
66,241	34,069	213,139	16,009	329,458	29,117	11,368	369,943	283,861	17,760	309,668	611,279	25,287	1,006,509	Glasgow, Barrhead, and Neilston Direct. Great North of Scotland. Greenock and Wemyss Bay. Highland.
25,816	-	86,323	8,982	121,071	9,576	6,980	137,577	97,601	9,130	33,018	139,749	7,402	284,728	Kilmarnock and Troon. Leven and East of Fife. Montrose and Bervie. Morayshire.
43,013	15,672	91,850	3,601	154,136	13,723	27,713	200,572	98,278	24,331	29,551	152,160	10,685	363,417	North British.
1,278	1,367	5,587	150	8,382	1,340	200	9,922	8,084	537	3,836	12,457	621	23,000	Port Carlisle Dock and Railway. Port Patrick. St. Andrews. Solway Junction. Sutherland. Sutherland and Caithness. Whiteinch. Wigtownshire.
106,667	80,433	479,165	40,152**	766,422	85,637	16,075	868,134	678,417	50,953	601,271	1,348,707	46,050	2,262,891	
471	-	3,112	73	3,656	277	187	4,120	1,090	313	401	1,804	19	5,943	
481,976	229,592	1,379,901	111,648	2,202,917	237,115	117,211	2,557,243	1,980,201	173,038	1,948,395	4,119,700	288,148	6,965,091	TOTAL SCOTLAND.

except when otherwise stated, ended on 31st January 1877.  
§ 55,810 miles were run by mixed trains.      ¶ Amalgamated with the North British from 1st August 1876.      ¶ Including 2,431 workmen's weekly tickets.  
‡‡ Including 1,421,008 miles travelled by mixed trains.      §§ Including 18,066½ from goods traffic not classified.

## No. 2.—Traffic, &amp;c.,

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1876.			PASSENGER TRAFFIC.				Holders of Season or Peri- odical Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.						
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.				
	Double or more.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.										
<i>Athenry and Ennis Junction</i> - - -	<i>Leased to the Waterford and Limerick.</i>												<i>Tons.</i>	<i>Tons.</i>			
<i>Athenry and Tuam</i> - - - - -	<i>Leased to the Waterford and Limerick.</i>																
Ballymena, Cushendall, and Redbay - - -	-	12	12	-	-	-	-	-	59,800	2,154	-	-	23,128	23,128			
<i>Banbridge Junction</i> - - - - -	<i>Leased to the Great Northern of Ireland.</i>																
<i>Banbridge, Lisburn, and Belfast</i> - - -	<i>Worked by the Great Northern of Ireland.</i>																
Belfast and County Down - - - - - (Including the "Downpatrick, Dundrum, and New- castle.")	-	55	55	67,716	115,979	515,435	699,130	1,908*	64,432	72,928	183,103	67,081	250,184				
Belfast and Northern Counties - - - - - (Including the "Carrickfergus and Larne.")	18	132	150	136,999	257,541	1,366,219	1,760,759	2,301	191,321	303,912	491,860	274,004	765,864				
Belfast Central - - - - -	4	-	4	-	-	-	-	-	53,872	1,846	-	-	7,552	7,552			
Belfast, Holywood, and Bangor - - - - -	4	8	12	177,022	435,623	41,577	654,222	4,733	-	-	107,679	-	-	107,679			
<i>Carrickfergus and Larne</i> - - - - -	<i>Worked by the Belfast and Northern Counties.</i>																
Castleisland† - - - - -	-	4	4	-	912	17,378	18,290	-	190	5,713	Mixed.		17,744				
Cork and Bandon - - - - - (Including the "Cork and Kinsale Junction.")	-	31	31	10,176	41,089	153,013	204,278	115	7,878	68,567	27,748	95,560‡	123,308				
<i>Cork and Kinsale Junction</i> - - - - -	<i>Worked by the Cork and Bandon.</i>																
Cork and Macroom Direct - - - - -	-	24	24	8,780	17,137	121,961	147,878	140	-	34,777	Mixed.		69,817				
Cork, Blackrock, and Passage - - - - -	-	6	6	84,558	127,362	280,665	492,585	1,028	-	-	61,213	-	-	61,213			
<i>Downpatrick, Dundrum, and Newcastle</i> - - -	<i>Worked by the Belfast and County Down.</i>																
<i>Dublin and Antrim Junction</i> - - - - -	<i>Worked by the Great Northern of Ireland.</i>																
<i>Dublin and Kingstown</i> - - - - -	<i>Leased to the Dublin, Wicklow, and Wexford.</i>																
<i>Dublin and Meath</i> - - - - -	<i>Worked by the Midland Great Western of Ireland.</i>																
Dublin, Wicklow, and Wexford - - - - - (Including the "Dublin and Kingstown.")	18	117	135	448,355	1,898,081	2,174,221	4,520,657	7,620	40,523	119,862	718,459	189,121	907,580				
Dundalk, Newry, and Greenore - - - - -	-	26	26	4,635	8,479	80,344	93,508	2	-	32,052	25,905	22,671	48,576				
<i>Enniskillen, Bundoran, and Sligo</i> - - - - -	<i>Worked by the Great Northern of Ireland.</i>																
<i>Fermoy and Lismore</i> - - - - -	<i>Worked by the Great Southern and Western of Ireland.</i>																
Finn Valley - - - - -	-	13	13	1,969	5,434	49,834	57,237	4	719	14,265	Mixed.		25,666				
Great Northern of Ireland - - - - - (Including the "Banbridge Junction," "Banbridge, Lisburn, and Belfast," "Dublin and Antrim Junc- tion," "Enniskillen, Bundoran, and Sligo," and "Londonderry and Enniskillen.")	136	322	458	291,818	567,087	2,635,532	3,494,437	1,594	-	813,961	1,146,216	381,180	2,141,117				
<i>Great Northern and Western of Ireland</i> - - -	<i>Worked by the Midland Great Western of Ireland.</i>																
Great Southern and Western of Ireland - - - (Including the "Fermoy and Lismore," and the "Par- sonstown and Portumna Bridge.")	195	290	485	266,753	397,443	1,632,981	2,297,182	443	87,179	620,633	1,526,359	960,335	2,486,694				
<i>Kilkenny Junction</i> - - - - -	<i>Worked by the Waterford and Central Ireland.</i>																
<i>Londonderry and Enniskillen</i> - - - - -	<i>Leased to the Great Northern of Ireland.</i>																
Londonderry and Lough Swilly § - - - - -	-	12	12	9,315	18,899	87,400	115,614	22	1,884	13,298	Mixed.		32,940				

\* Actual number of tickets issued.

† For the year ended 31st October 1876.

IRELAND, in 1876.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOILS, NAVIGATION, STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
-	-	-	-	-	-	-	-	352	-	7,123	7,475	261	7,736	Athenry and Ennis Junction. Athenry and Tuam.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ballymena, Cushendall, and Redbay. Banbridge Junction. Banbridge, Lisburn, and Belfast. Belfast and County Down.
5,628	5,864	18,957	2,076	32,525	1,850	350	34,725	14,689	1,577	3,957	20,223	412	55,360	
14,942	19,795	49,462	3,413	87,612	6,843	5,550	100,010	78,929	4,549	21,041	104,519	1,502	206,031	Belfast and Northern Counties.
-	-	-	-	-	-	-	-	115	-	2,832	2,947	1,221	4,168	Belfast Central.
5,606	8,390	561	4,790	19,347	1,383	100	20,835	-	-	-	-	77	20,912	Belfast, Holywood, and Bangor.  Carrickfergus and Larne.
-	53	514	-	567	12	5	584	513	79	15	607	-	1,191	Castleisland.
1,521	4,039	8,516	157	14,233	1,043	1,204	16,480	16,852	3,232	858	20,942	1,051	38,473	Cork and Bandon.  Cork and Kinsale Junction. Cork and Macroom Direct. Cork, Blackrock, and Passage.
1,070	1,401	6,561	301	9,333	336	30	9,699	7,829	1,573	-	9,402	56	19,157	
2,850	3,206	4,481	1,911	12,448	673	30	13,151	-	-	-	-	164	13,315	
26,983	64,072	50,623	21,793	169,476	10,178	8,500	188,154	40,288	6,617	5,972	52,877	2,280	243,311	Downpatrick, Dundrum, and Newcastle. Dublin and Antrim Junction. Dublin and Kingstown. Dublin and Meath.
357	513	1,762	12	2,644	820	4	3,463	5,280	835	-	6,115	6,231	15,814	Dublin, Wicklow, and Wexford. Dundalk, Newry, and Greenore.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Enniskillen, Bundoran, and Sligo.
225	405	2,330	24	2,984	224	20	3,228	2,615	292	123	3,030	77	6,335	Fermoy and Lismore. Finn Valley.
65,734	66,410	140,252	4,507	276,903	19,774	35,732	332,409	253,749	30,450	-	284,199	4,236	620,844	Great Northern of Ireland.
82,045	86,955	139,367	1,422	309,789	31,926	32,422	374,137	282,550	63,352	17,492	368,394	2,253	744,784	Great Northern and Western of Ireland. Great Southern and Western of Ireland.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kilkenny Junction.
504	671	2,183	154	3,512	156	110	3,778	2,390	293	153	2,806	84	6,668	Londonderry and Enniskillen. Londonderry and Lough Swilly.

† By goods and mixed trains.

§ For the year ended 31st January 1877.

|| Including 613,721 miles run by mixed trains.



NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December 1876.			PASSENGER TRAFFIC.				Holders of Season or Perio- dical Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
				NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
	Double or more.	Single.	TOTAL.	1st Class.	2d Class.	3d Class (including Parliamentary).	TOTAL.						
Midland Great Western of Ireland - - - (Including the "Dublin and Meath," "Great North- ern and Western of Ireland," "Navan and Kings- court," and the "Sligo and Ballaghaderreen Junction.")	116	299	415	109,352	102,369	826,374	1,038,095	160	Tons. 24,198	Tons. 345,653	1,013,987	627,421	1,641,358
Navan and Kingscourt - - - -	Worked by the Midland Great Western of Ireland.												
Newry and Armagh - - - -	-	22	22	19,525	33,258	154,802	207,085	60	23,725	53,231	Mixed.		90,074
Newry, Warrenpoint, and Rostrevor - - -	-	6	6	25,446	33,863	142,758	202,067	54	11,798	19,875	36,050	4,240	40,290
Northern of Ireland - - - -	See Great Northern of Ireland.												
Parsonstown and Portumna Bridge - - -	Worked by the Great Southern and Western of Ireland.												
Rathkeale and Newcastle Junction - - -	Worked by the Waterford and Limerick.												
Sligo and Ballaghaderreen Junction - - -	Worked by the Midland Great Western of Ireland.												
Waterford and Central Ireland* - - - - (Including the "Kilkenny Junction" for the year ended 1st November 1876.)	-	60	60	18,622	39,128	116,932	174,682	1,823	13,962	91,413	129,070	51,303	180,973
Waterford and Limerick - - - - (Including the "Athenry and Ennis," "Athenry and Tuam," and "Rathkeale and Newcastle Junction.")	24	178	202	74,649	100,342	707,870	882,861	85½	30,060	265,718	513,142	136,220	649,362
Waterford and Tramore - - - -	-	7	7	103,785	-	120,075	223,860	167	700	3,100	43,366	387	43,703
Waterford, New Ross, and Wexford Junction§ - - -	-	-	-	371	541	3,460	4,372	-	-	794	Mixed.		6,856
West Cork - - - -	-	18	18	2,486	7,990	56,988	67,464	31	-	24,388	Mixed.		36,900
TOTAL IRELAND - - - -	515	1,642	2,157	1,862,382	4,208,562	11,285,319	17,356,263	22,290	612,041	2,908,145	6,024,707	2,340,153	9,758,578

\* For the year ended 29th September 1876.

† The receipts from Merchandise are given this year less the cost of cartage.

§ The line, 34 miles in length, was sold by the Public Works Loan Board to the "Great Southern and Western" and "Dublin, Wicklow, and Wexford" Companies. The return is for the months of January and February only, the particulars for the other months of the year are included in the returns of the Companies, which purchased the line.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				MISCELLANEOUS, RENTS, TOLLS, NAVIGATION, STEAMBOATS, &c.	TOTAL RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails.	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.			
1st Class.	2d Class.	3d Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.										
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
39,562	26,439	122,025	869	188,895	18,344	17,395	224,634	186,579	69,704	5,456	261,739	11,456	497,829	Midland Great Western of Ireland.
														<i>Navan and Kingscourt.</i>
1,177	1,432	4,459	47	7,115	381	20	7,516	6,621	508	1,434	8,563	326	16,405	Newry and Armagh.
986	988	2,893	197	5,064	207	-	5,271	1,508	164	602	2,269	437	7,977	Newry, Warrenpoint, and Ros-trevor.
														<i>Northern of Ireland.</i>
														<i>Parsonstown and Portumna Bridge.</i>
														<i>Rathkeale and Newcastle Junction.</i>
														<i>Sligo and Ballaghaderreen Junction.</i>
3,506	4,908	7,833	1,023	17,270	1,364	925	19,559	19,808†	9,693	2,848	32,340	37	51,945	Waterford and Central Ireland.
11,375	11,371	37,626	737	61,609	8,488	5,145	75,242	70,598	22,224	5,038	97,860	5,085	178,187	Waterford and Limerick.
3,242	-	2,574	547	6,363	185	55	6,603	245	20	25	290	42	6,935	Waterford and Tramore.
62	81	148	-	291	14	-	305	107	103	-	210	-	515	Waterford, New Ross, and Wexford Junction.‡
317	746	2,693	50	3,806	241	50	4,097	4,769	1,303	-	6,072	304	10,473	West Cork.
268,192	307,739	611,825	44,080	1,231,786	104,452	107,647	1,443,885	996,381	221,638	74,969	1,292,888	37,592	2,774,365	TOTAL IRELAND.

† Equivalent number of annual tickets.

‡ Including 893,718 miles travelled by mixed trains.





## RAILWAY RETURNS.—1876.

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### No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

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RETURN showing the AMOUNT of the WORKING EXPENDITURE, and of the NET RECEIPTS, &c., and NUMBER of EACH KIND of ROLLING STOCK, for the several RAILWAY COMPANIES, in ENGLAND and WALES, SCOTLAND, and IRELAND, for the Year 1876.

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## No. 3.—Working Expenditure, Net Receipts, and

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1876.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
<i>Aberdare</i> - - - - -	-	No.	£	£	£	£	£	£	£	£	£
<i>Abingdon</i> - - - - -	-	<i>Leased to the Taff Vale.</i>									
<i>Alcester</i> - - - - -	-	<i>Leased to the Great Western.</i>									
<i>Aylesbury and Buckingham</i> - - - - -	-	12	867	1,379	-	257	483	33	17	-	5
<i>Bala and Dolgelly</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>Barnoldswick</i> - - - - -	-	<i>Worked by the Midland.</i>									
<i>Bedford and Northampton</i> - - - - -	-	<i>Leased to the Midland.</i>									
<i>Berks and Hants Extension</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>Birkenhead</i> - - - - -	-	<i>Vested jointly in the Great Western and the London and North-Western.</i>									
<i>Bishop's Castle</i> - - - - -	-	10	449	803	71	448	376	23	48	-	76
<i>Bishop's Waltham</i> - - - - -	-	<i>Worked by the London and South-Western.</i>									
<i>Bodmin and Wadebridge</i> - - - - -	-	15	967	462	418	450	262	30	8	-	-
<i>Brecon and Merthyr Tydfil Junction</i> - - - - -	-	62	16,269	14,805	3,183	11,118	2,256	935	102	44	168
<i>Bridport</i> - - - - -	-	<i>Leased to the Great Western.</i>									
<i>Bristol and North Somerset</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>Bristol and Portishead Pier and Railway</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>Bristol Port Railway and Pier</i> - - - - -	-	6	1,155	2,071	163	571	591	71	112	-	5
<i>Buckfastleigh, Totnes, and South Devon</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>Buckinghamshire</i> - - - - -	-	<i>Leased to the London and North-Western.</i>									
<i>Buckley</i> - - - - -	-	<i>Worked by the Wrexham, Mold, and Connah's Quay.</i>									
<i>Burry Port and Gwendreath Valley</i> - - - - -	-	18	1,049	1,349	117	825	664	226	-	-	57
<i>Bury St. Edmunds and Thetford†</i> - - - - -	-	12	678	628	204	860	327	5	83	-	-
<i>Caerne</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>Cambrian</i> - - - - -	-	180	38,616	28,121	14,430	27,261	7,189	3,521	1,481	24	635
<i>Canmoek Chase and Wolverhampton</i> - - - - -	-	6	1,521	-	-	273	139	-	-	-	-
<i>Carmarthen and Cardigan</i> - - - - -	-	19	5,852	2,468	1,288	2,883	1,373	192	316	-	51
<i>Central Wales and Carmarthen Junction</i> - - - - -	-	13	1,529	-	-	1,584	1,006	136	67	-	22
<i>Cheshire Lines Committee</i> - - - - -	-	103	59,391	93,606	5,740	93,552	11,866	7,021	3,542	100	1,614
<i>Chester and Holyhead</i> - - - - -	-	<i>Worked by the London and North-Western.</i>									
<i>Cockermouth, Keswick, and Penrith</i> - - - - -	-	32	7,219	13,255	-	3,110	1,633	507	579	-	90
<i>Colchester, Stour Valley, Sudbury, and Halstead</i> - - - - -	-	<i>Leased to the Great Eastern.</i>									
<i>Coleford, Monmouth, Usk, and Pontypool</i> - - - - -	-	<i>Leased to the Great Western.</i>									
<i>Colne Valley and Halstead</i> - - - - -	-	19	2,342	2,325	401	2,431	932	135	111	-	8
<i>Cornwall</i> - - - - -	-	<i>Leased to the Great Western.</i>									
<i>Cornwall Minerals (Including the "Newquay and Cornwall Junction.")</i> - - - - -	-	47	2,180	4,041	721	3,563	2,129	408	11	-	292
<i>Corris</i> - - - - -	-	11	391	260	44	-	101	27	17	-	-
<i>Corwen and Bala</i> - - - - -	-	<i>Leased to the Great Western.</i>									
<i>Cowbridge</i> - - - - -	-	<i>Leased to the Taff Vale.</i>									
<i>Cowes and Newport¶</i> - - - - -	-	4}	822	3,920	-	1,910	1,422	101	345	2	3
<i>Ryde and Newport Railway¶</i> - - - - -	-	8}	-	-	-	-	-	-	-	-	-
<i>Croesor and Portmadoc</i> - - - - -	-	5	95	267	-	-	110	17	-	-	-
<i>Cromford and High Peak</i> - - - - -	-	<i>Leased to the London and North-Western.</i>									
<i>Culm Valley (Light)</i> - - - - -	-	<i>Worked by the Great Western.</i>									

† Opened for traffic 1st March 1876.

\* Including 717l. for the hire of rolling stock.

‡ All traffic is carried in the trains of the London and North-Western Railway Company.

## Rolling Stock, ENGLAND AND WALES, in 1876.

			ROLLING STOCK on 31st December 1876.				CARRIAGES, WAGGONS, TRUCKS, &c.						NAME OF COMPANY.
Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURNS, No. 2.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	Locomotives.							
							Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.		
£	£	£	£	£		No.	No.	No.	No.	No.	No.		
-	-	83	3,074	2,995	79 Deficiency.	103	The Company hire the Rolling Stock					-	Aberdare.
												Abingdon.	
												Alcester.	
												Aylesbury and Buckingham.	
												Bala and Dolgelly.	
												Barnoldswick.	
												Bedford and Northampton.	
												Berks and Hants Extension.	
												Birkenhead.	
-	-	*1,167	8,461	3,718	257	93	5	8	2	13	1	24	Bishop's Castle.
													Bishop's Waltham.
-	-	36	2,633	2,334	299 Deficiency.	113	2	4	2	116	-	122	Bodmin and Wadebridge.
-	-	989	50,224	66,834	16,610	75	27	37	6	536	21	600	Brecon and Merthyr Tydfil Junction.
													Bridport.
													Bristol and North Somerset.
													Bristol and Portishead Pier and Railway.
-	-	-	4,799	4,751	48 Deficiency.	101	3	15	2	4	-	21	Bristol Port Railway and Pier.
													Buckfastleigh, Totnes, and South Devon.
													Buckinghamshire.
													Buckley.
1,534	-	-	6,221	9,043	2,822	69	4	-	-	40	12	52	Burry Port and Gwendreath Valley.
-	-	289	3,024	2,417	607 Deficiency.	125	Rolling Stock supplied by the "Thetford and Watton" Company.					-	Bury St. Edmunds and Thetford.
													Calne.
-	-	2,854	125,940	209,814	83,874	60	43	92	23	1,325	12	1,452	Cambrian.
-	-	-	1,933	5,081	3,148	38	-	-	-	510	-	510	Cannock Chase and Wolverhampton.
-	-	1,145	16,731	21,361	4,630	78	4	7	2	46	-	55	Carmarthen and Cardigan.
-	-	327	4,937	7,732	2,845	63	‡	‡	‡	‡	‡	‡	Central Wales and Carmarthen Junction.
-	-	17,267§	295,285	348,126	52,841	85	-	149	39	1,103	-	1,291	Cheshire Lines Committee.
													Chester and Holyhead.
-	-	77	26,504	41,046	14,542	65	Provided by the "London and North-Western" and "North-Eastern" Railway Companies.					-	Cockermouth, Keswick, and Penrith.
													Colchester, Stour Valley, Sudbury, and Halstead.
-	-	155	8,905	9,171	266	97	3	10	3	28	1	42	Coleford, Monmouth, Usk, and Pontypool.
													Cole Valley and Halstead.
-	-	160	13,737	21,333	7,546	65	20	6	-	579	13	598	Cornwall.
-	-	-	840	2,188	1,348	38	Haulage done by horse power. The Company has only a few slate trucks.					-	Cornwall Minerals.
													Corris.
													Corwen and Bala.
													Cowbridge.
-	-	719	9,347	10,239	942	91	2	11	-	23	20	54	Cowes and Newport.
													Ryde and Newport.
-	-	50	539	544	5	99	-	-	-	-	-	-	Croesor and Portmadoc.
													Cromford and High Peak.
													Culm Valley (Light).

§ Including 13,414½ for carriage and waggon hire.

|| Cost of horse-power, the haulage being done by horses.

¶ The lines are worked by a joint Committee of the two Companies.



NAME OF COMPANY.	Length of Line in Miles open on 31st December 1876.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
<i>Dare Valley</i> - - - - -	-	<i>Leased to the Taŋ Vale.</i>									
<i>Denbigh, Ruthin, and Corwen</i> - - - - -	19	1,990	1,552	204	2,336	1,077	128	298	-	-	-
<i>Devon and Somerset</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>Dowlais</i> - - - - -	2	210	1,310	-	829	-	47	-	-	-	-
(Including the Dowlais Extension.)	-	-	-	-	-	-	-	-	-	-	-
<i>East and West Junction</i> - - - - -	33	1,808	5,390	844	1,720	2,860	194	80	-	45	-
<i>East Cornwall Mineral</i> - - - - -	7	231	743	103	947	781	77	-	-	1	2
<i>East Gloucestershire</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>East Lincolnshire</i> - - - - -	-	<i>Leased to the Great Northern.</i>									
<i>East London</i> - - - - -	-	<i>Worked by the London, Brighton, and South Coast.</i>									
<i>East Norfolk</i> - - - - -	-	<i>Worked by the Great Eastern.</i>									
<i>Ely, Haddenham, and Sutton</i> - - - - -	-	<i>Worked by the Great Eastern.</i>									
<i>Ely Valley</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>Evesham and Redditch</i> - - - - -	-	<i>Worked by the Midland.</i>									
<i>Exeter and Crediton</i> - - - - -	-	<i>Leased to the London and South-Western.</i>									
<i>Faringdon</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>Festiniog</i> - - - - -	14	1,845	4,161	2,957	3,739	1,294	696	308	-	75	1,348
<i>Festiniog and Blaenau †</i> - - - - -	4	302	447	9	189	15	15	67	-	-	-
<i>Forcett</i> - - - - -	5	988	1,038	-	80	254	27	-	-	-	32
<i>Forest of Dean Central</i> - - - - -	-	<i>Worked by the Great Western.</i>									
<i>Furness</i> - - - - -	108	48,631	55,078	21,807	51,411	13,534	4,795	2,601	200	95	3,212
<i>Garstang and Knot End</i> - - - - -	7	647	380	43	181	183	19	39	-	-	-
<i>Gorsedda Junction and Portmadoc</i> - - - - -	11	88	24	3	111	370	13	-	-	-	100
<i>Great Eastern</i> - - - - -	850	269,649	380,755	117,886	468,658	51,038	50,443	44,941	4,654	6,990	17,527
(Including the "Colchester, Stour Valley, Sudbury, and Halstead," "East Norfolk," "Ely, Haddenham, and Sutton," "Hunstanton and West Norfolk," "London and Blackwall," "Lowestoft Harbour and Railway," "Mellis and Eye," "Northern and Eastern," "Safron Walden," "Tendring Hundred," and the "Wivenhoe and Brightlingsea," and part of the "Tottenham and Hampstead Junction.")	-	-	-	-	-	-	-	-	-	-	-
<i>Great Marlow</i> - - - - -	8	571	1,090	-	239	376	30	66	-	-	8
<i>Great Northern</i> - - - - -	040	306,287	418,445	110,042	548,346	81,467	63,725	34,251	65,296	19,190	11,309
(Including the "East Lincolnshire," "Hatfield and St. Albans," "Holme and Ramsey," "Horncastle," "Louth and Lincoln," "Muswell Hill Estate," "Nottingham and Grantham," "Roston and Hitchin," "Spilsby and Firsby," "Stamford and Easington," "Wainfleet and Firsby," and "Skegness Extension," and part of the "Midland and Eastern," and "Norwich and Spalding.")	-	-	-	-	-	-	-	-	-	-	-
<i>Great North of England, Clarence, and Hartlepool Junction.</i>	-	<i>Leased to the North-Eastern.</i>									
<i>Great Western **</i> - - - - -	2,059	920,348	863,654	266,203	986,347	124,255	129,462	111,467	27,000	44,155	25,063
(Including the "Abingdon," "Aldershot" from 4th September 1876, "Bala and Dolgelly," "Berks and Hants Extension," "Bridport," "Bristol and Exeter" (to 31st July), "Bristol and North Somerset," "Bristol and Portishead Pier and Railway," "Buckfastleigh, Totnes, and South Devon," "Calne," "Coleford, Monmouth, Usk, and Pontypool," "Cornwall," "Corwen and Bala," "Culm Valley (Light)" from 1st July 1876, "Devon and Somerset," "East Gloucestershire," "Ely Valley," "Faringdon," "Forest of Dean Central," "Kington and Eardisley," "Leominster and Kington," "Llanelli Railway and Dock," "Llangollen and Corwen," "Llynvi and Ogmore," "Marlborough," "Milford," "Minehead," "Monmouthshire Railway and Canal," "Much Wenlock and Severn Junction," "Nantwich and Market Drayton," "Plymouth Great Western Docks," "Pontypool, Caerleon, and Newport" (to 12th July), "Ross and Monmouth," "South Devon," "Stratford-upon-Avon," "Vale of Llangollen," "Wellington and Drayton," "Wellington and Severn Junction," "Wenlock," and "Wenlock Extensions," "West Cornwall Committee," "West Somerset," "Witney," "Worcester, Bromyard, and Leominster," and "Wye Valley" from 1st November 1876, and the "Birkenhead," "Clifton Extension," "Hammersmith and City," "Ludlow and Cleve Hill," "Shrewsbury and Hereford," "Shrewsbury and Wellington," "Shrewsbury and Welshpool," "Tenbury," "Vale of Towy," "Victoria Station and Fimlico," "West London," "Weymouth and Portland," and "Wrexham and Minera Extension," jointly with other Companies.)	-	-	-	-	-	-	-	-	-	-	-
<i>Gwendraeth Valleys</i> - - - - -	3	215	210	-	346	238	10	-	-	-	-
<i>Hammersmith and City Junction</i> - - - - -	-	<i>Vested jointly in the Great Western and Metropolitan.</i>									
<i>Harborne</i> - - - - -	-	<i>Worked by the London and North-Western.</i>									

\* Receipts from the conveyance of "general merchandise" only. No comparison can be made between the receipts and expenditure for this line, which is used chiefly for carrying the owning Company's minerals.

† The Louth and Lincoln line was opened for all classes of traffic on 1st December 1876.

\*\* For the year ended 31st January 1877.

ROLLING STOCK on 31st December 1876.														NAME OF COMPANY.
Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expendi- ture not included in the fore- going.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	CARRIAGES, WAGGONS, TRUCKS, &c.								
						Locomotives.	Carriages used for the Con- veyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Wag- gons used on the Railway, not included in the pre- ceding Columns.	Total Number of Vehicles of all descriptions for Con- veyance of Passengers, Live Stock, Ballast, &c.			
£	£	£	£	£		No.	No.	No.	No.	No.	No.			
-	-	7,585	14,308	6,723	53	3	8	5	53	-	-	66	Dare Valley.	
-	-	-	-	-	-	-	-	-	-	-	-	-	Denbigh, Ruthin, and Cwrcen.	
-	-	2,306	49*	-	-	2†	-	-	-	-	-	-	Devon and Somerset.	
-	375	13,122	9,448	3,674	139	5	4	-	22	-	-	26	Dowlais.	
-	-	2,904	4,496	1,592	65	2†	-	-	-	-	-	26	East and West Junction.	
-	-	-	-	-	-	-	-	-	-	-	-	149	East Cornwall Mineral.	
-	-	-	-	-	-	-	-	-	-	-	-	-	East Gloucestershire.	
-	-	-	-	-	-	-	-	-	-	-	-	-	East Lincolnshire.	
-	-	-	-	-	-	-	-	-	-	-	-	-	East London.	
-	-	-	-	-	-	-	-	-	-	-	-	-	East Norfolk.	
-	-	-	-	-	-	-	-	-	-	-	-	-	Ely, Haddenham, and Sutton.	
-	-	-	-	-	-	-	-	-	-	-	-	-	Ely Valley.	
-	-	-	-	-	-	-	-	-	-	-	-	-	Evesham and Redditch.	
-	-	-	-	-	-	-	-	-	-	-	-	-	Exeter and Crediton.	
-	-	-	-	-	-	-	-	-	-	-	-	-	Faringdon.	
-	-	16,423	24,245	7,822	68	9	60	4	1,098	2	1,164	31	Festiniog.	
-	21	1,065	1,669	604	64	2	4	1	7	19	31	31	Festiniog and Blaenau.	
-	122	3,441	6,235	2,794	55	-	-	-	-	-	-	-	Forcett.	
10,358	-	211,722	464,170	252,448	46	97	180	79	5,625	56	5,940	-	Forest of Dean Central.	
-	-	963§	2,455	1,779	676	138	2	4	-	25	-	29	Furness.	
-	-	709	207	502	-	1	-	-	15	-	-	15	Garstang and Knot End.	
134,363	-	1,546,904	2,814,125	1,267,221	55	496	1,392	620	10,372	419	12,803	-	Gorsedda Junction and Portmadoc.	
-	-	-	-	-	-	-	-	-	-	-	-	-	Great Eastern.	
-	-	2,180	3,169	989	69	Supplied by the Great Western Company.							Great Marlow.	
8,856	6,916	1,674,070	3,005,897	1,331,827	56	1,083	1,323	411	15,299	1,523	18,556	-	Great Northern.	
-	-	-	-	-	-	-	-	-	-	-	-	-	Great North of England, Clarence, and Hartlepool Junction.	
128,207	82,042	3,708,203	7,032,321	3,324,118	53	1,471	2,746	1,431	30,801	1,509	36,487	-	Great Western.	
-	-	75	1,094	1,441	347	76	1	-	-	-	-	-	Gwondraeth Valleys.	
-	-	-	-	-	-	-	-	-	-	-	-	-	Hammersmith and City Junction.	
-	-	-	-	-	-	-	-	-	-	-	-	-	Harborne.	

† And one stationary engine.

‡ For the year ended 28th February 1877.

§ This sum includes 9367. for hire and part purchase of rolling stock.

|| This line is the property of the "Great Eastern" Company, but is worked by the "Great Northern" under lease.

†† Amalgamated with the Great Western from 1st August 1876.

‡‡ Amalgamated with the Great Western from 13th July 1876.

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1876.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
<i>Hatfield and St. Albans</i> - - - - -		<i>Worked by the Great Northern.</i>									
<i>Hayling Railways</i> - - - - -		<i>Leased to the London, Brighton, and South Coast.</i>									
<i>Hereford, Hay, and Brecon</i> - - - - -		<i>Leased to the Midland.</i>									
<i>Horncastle</i> - - - - -		<i>Worked by the Great Northern.</i>									
<i>Hoyle and Birkenhead Railway and Tramway</i> - - - - -	5	465	1,750	308	1,486	289	60	262	-	2	-
<i>Hunstanton and West Norfolk</i> - - - - -		<i>Worked by the Great Eastern.</i>									
<i>Hylton, Southwick, and Monkwearmouth*</i> - - - - -	4			236			13	-	-	-	-
<i>Isle of Wight</i> - - - - -	12	3,427	3,357	770	3,456	2,804	402	1,173	32	16	208
<i>Isle of Wight (Newport Junction).</i> - - - - -	9	1,866	1,621	308	907	496	65	274	-	-	-
<i>Keighley and Newport Valley</i> - - - - -		<i>Worked by the Midland.</i>									
<i>Kendal and Windermere</i> - - - - -		<i>Leased to the London and North-Western.</i>									
<i>Kettering, Thrapstone, and Huntingdon</i> - - - - -		<i>Worked by the Midland.</i>									
<i>King's Lynn Dock</i> - - - - -		<i>See Note p. 58.</i>									
<i>Kington and Eardisley</i> - - - - -		<i>Worked by the Great Western.</i>									
<i>Lancashire and Yorkshire</i> - - - - - (Including part of the "North Union," "Preston and Longridge," and "Preston and Wyre" Joint Lines.)	439	285,531	509,656	221,480	732,736†	65,828	82,055	37,528	33,343	20,507‡	17,449
<i>Lancashire Union</i> - - - - -		<i>Worked by the London and North-Western.</i>									
<i>Lancaster and Carlisle</i> - - - - -		<i>Leased to the London and North-Western.</i>									
<i>Leominster and Kington</i> - - - - -		<i>Worked by the Great Western.</i>									
<i>Liskeard and Caradon</i> - - - - - (Including the "Liskeard and Looe Union Railway and Canal.")	17	1,972	977	930	2,418	300	227	-	-	-	-
<i>Liskeard and Looe Union Railway and Canal</i> - - - - -		<i>Worked by the Liskeard and Caradon.</i>									
<i>Llanelli Railway and Dock</i> - - - - -		<i>Worked by the Great Western.</i>									
<i>Llangollen and Corwen</i> - - - - -		<i>Leased to the Great Western.</i>									
<i>Llantrissant and Taff Vale Junction</i> - - - - -		<i>Leased to the Taff Vale.</i>									
<i>Llynvi and Ogmore</i> - - - - -		<i>Worked by the Great Western.</i>									
<i>London and Blackwall</i> - - - - -		<i>Leased to the Great Eastern.</i>									
<i>London and Greenwich</i> - - - - -		<i>Leased to the South-Eastern.</i>									
<i>London and North-Western§</i> - - - - - (Including the "Anglesey Central" (to 30th June), "Buckinghamshire," "Chester and Holhead and Branches," "Cromford and High Peak," "Harborne," "Kendal and Windermere," "Lancashire Union," "Lancaster and Carlisle," "Mold and Denbigh Junction," "Shropshire Union," "Sirhowy" (to 30th June), "Walford and Rickmansworth," and half of the "Ashby and Nuneaton," "Birkenhead and Branches," "Ludlow and Cleve Hill," "Preston and Longridge," "Shrewsbury and Hereford," "Shrewsbury and Wellington," "Shrewsbury and Welshpool," "Tenbury," and "Vale of Ebury" and part of the "North Union," "Preston and Wyre," "West London," and "West London Extension.")	1,632	1,011,033	1,223,255	322,491	1,660,594	183,352	161,768	140,757	62,222	77,629	60,263
<i>London and South-Western</i> - - - - - (Including the "Bishop's Waltham," "Exeter and Crediton," "Lymington," "Mid-Hants," "Poole and Bourne-mouth," "Salisbury and Dorset," "Salisbury and Yeovil," "Salisbury Railway and Market House," "Seaton and Beer," "Sidmouth," "Staines, Wokingham, and Woking," and half the "Weymouth and Portland" and part of the "West London Extension.")	687	252,371	309,283	91,288	443,933	50,063	58,031	44,655	4,557	10,663	6,610
<i>London, Brighton, and South Coast</i> - - - - - (Including the "East London," "Hayling Railways," and part of the "Victoria Station and Pimlico," and "West London Extension.")	349	121,479	244,475	61,820	243,488	37,418	55,747	42,622	3,728	8,712	9,320
<i>London, Chatham, and Dover</i> - - - - - (Including the "Mid-Kent (Bromley to St. Mary's Cray)," "Sevenoaks, Maidstone, and Tunbridge," and part of the "Victoria Station and Pimlico.")	159	78,864	139,859	31,977	157,460	24,008	28,518	22,901	9,830	3,696	6,677
<i>London, Tilbury, and Southend</i> - - - - - (Private property.)	7	8,660	8,130	115	743	356	515	298	-	-	-
<i>Longton, Adderley Green, and Bucknall</i> - - - - -	46	10,501	22,310	7,762	14,217	3,693	1,317	1,650	6,325	128	3,855
<i>Lostwithiel and Fowey</i> - - - - -	5	212	93	35	165	150	22	-	-	-	-
<i>Louth and Lincoln</i> - - - - -		<i>Worked by the Great Northern.</i>									
<i>Lowestoft Railway and Harbour</i> - - - - -		<i>Leased to the Great Eastern.</i>									
<i>Ludlow and Cleve Hill</i> - - - - -		<i>Worked by the Great Western and London and North-Western, jointly.</i>									
<i>Lymington</i> - - - - -		<i>Worked by the London and South-Western.</i>									
<i>Macclesfield Committee</i> - - - - -	11	3,917	6,304	5,373	856	339	54	-	-	87	-

\* The line was opened for traffic on 1st July 1876.

† Exclusive of the cost of collection and delivery of merchandise.

§ From 30th June 1876 the Wolverhampton and Walsall line was transferred to the "Midland" Company.

\*\* Amount paid other companies for haulage.

†† Nearly all the rolling stock is supplied by the Great Eastern Railway Company.



ROLLING STOCK on 31st December 1876.													NAME OF COMPANY.	
Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expendi- ture not included in the fore- going.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	CARRIAGES, WAGGONS, TRUCKS, &c.								
						Locomotives.	Carriages used for the Con- veyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Wag- gons used on the Railway not included in the pre- ceding Columns.	Total Number of Vehicles of all descriptions for Con- veyance of Passengers, Live Stock, Ballast, &c.			
£	£	£	£	£		No.	No.	No.	No.	No.	No.			
-	-	11	4,633	5,708	1,075	81	3	13	3	30	-	46	Hatfield and St. Albans. Hayling Railways. Hereford, Hay, and Brecon. Horncastle.	
-	-	-	240	347	98	-	The haulage is done by the "North-Eastern" Company						Hoylake and Birkenhead Railway and Tramway. Hunstanton and West Norfolk.	
-	-	-	15,645	33,182	17,537	47	6	28	15	120	1	164	Hylton, Southwick, and Monkwear- mouth. Isle of Wight.	
-	-	288	5,910	7,554	1,644	78	1	7	2	6	11	26	Isle of Wight (Newport Junction). Keighley and Worth Valley. Kendal and Windermere. Kettering, Thrapstone, and Hunt- ingdon. King's Lynn Dock. Kington and Eardisley.	
6,928	5,708	2,018,749	3,568,200	1,549,451	57	675	1,783	350	18,336	-	-	20,469	Lancashire and Yorkshire.  Lancashire Union. Lancaster and Carlisle. Leominster and Kington.	
-	-	-	6,830	10,309	3,479	66	3	-	-	-	-	44	Liskeard and Caradon.  Liskeard and Looe Union Railway and Canal. Llanelli Railway and Dock. Llangollen and Corwen. Llantrissant and Taff Vale Junction. Llynvi and Ogmore. London and Blackwall. London and Greenwich.	
118,194	110,197	5,131,750	9,320,977	4,189,227	55	2,213	3,292	1,803	38,698	3,889		47,682	London and North-Western.	
172,289	24,383	1,468,126	2,616,170	1,148,044	56	359	1,580	568	5,598	408		8,154	London and South-Western.	
22,111	15,455	866,375	1,805,880	939,005	48	283	1,558	404	5,055	286		7,303	London, Brighton, and South Coast.	
59,407	**	578,253	1,020,290	442,037	57	150	663	129	1,681	46		2,519	London, Chatham, and Dover.	
-	3,795	22,612	34,994	12,382	65	10	17	3	4	-	-	24	Londonderry (Seaham to Sunderland).	
5,843	492	78,073	103,721	25,648	75	††	60	10	6	-	-	††	76	London, Tilbury, and Southend. Longton, Adderley Green, and Buck- nall. Lostwithiel and Fowey.
-	-	677	363	314 Deficiency.	187	Provided by the "Great Western" Company						-	Louth and Lincoln. Lowestoft Railway and Harbour. Ludlow and Clee Hill. Lymington.	
-	100	17,080	15,927	1,103 Deficiency.	107	Rolling Stock provided by "Manchester, Sheffield, and Lincolnshire" Company.							Macclesfield Committee.	

† In previous years nearly the whole of the amount paid as compensation for damage and loss of goods was deducted from Revenue.  
‡ From which date the line was sold to the London and North-Western. ¶ From which date the line was transferred to the London and North-Western.

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1876.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
Maenclochog* - - - - -	No. 9	£ -	£ 116	£ -	£ 395	£ 143	£ -	£ -	£ -	£ -	£ -
Manchester and Milford - - - - -	42	4,621	5,523	1,240	3,065	1,152	208	270	-	16	152
Manchester, Sheffield, and Lincolnshire - - - - -	260†	120,076	168,386	70,345	273,267	40,166	29,238	6,520	10,303	8,814	9,394
Manchester, South Junction, and Altrincham - - - - -	9	12,730	9,307	5,296	14,222	3,460	2,914	2,622	1,798	22	731
Marlborough - - - - -	Worked by the Great Western.										
Maryport and Carlisle - - - - -	39	16,286	14,268	5,225	9,523	3,588	1,828	348	-	116	250
Mawddwy - - - - -	7	755	874	-	177	63	31	35	-	-	-
Mellis and Eys - - - - -	Worked by the Great Eastern.										
Merrybent and Darlington - - - - -	See Note on p. 23.										
Methley Joint Railway - - - - -	6	2,104	-	-	1,534	151	83	13	-	-	-
Metropolitan (Including the "Metropolitan and St. John's Wood," and half the "Hammersmith and City.") - - - - -	14	24,181	45,501	10,298	61,520	25,310	20,189	12,666	7,340	30	3,313
Metropolitan and St. John's Wood - - - - -	Worked by the Metropolitan.										
Metropolitan District - - - - -	8	13,506	37,139	6,480	34,266	12,337	6,719	7,921	9,534	-	1,368
Mid-Hants - - - - -	Worked by the London and South-Western.										
Mid-Kent (Bromley to St. Mary's Cray) - - - - -	Leased to the London, Chatham, and Dover.										
Midland (Including the "Barnoldswick," "Bedford and Northampton," "Evesham and Redditch," "Hereford, Hay, and Brecon," "Keighley and Worth Valley," "Kettering, Turbstone, and Huntingdon," "Manchester, Buxton, Matlock, and Midland Junction," "Peterborough, Wisbeach, and Sutton," "Stonehouse and Nailsworth," "Swansen Vale" (to the 30th June), "Tewkesbury and Malvern," the "Furness and Midland" Joint Line, and half the "Ashby and Nuneaton," "Clifton Extension," the "Great Western and Midland" from Malvern Wells to Malvern Link, "Midland and Eastern," "Norwich and Spalding," "Odey and Ilkley," and "Tottenham and Hampstead Junction.") - - - - -	1,238	651,113	908,865	243,298	1,142,737	110,392	124,750	44,118	17,313	51,850	15,760
Midland and Eastern - - - - -	Worked by the Great Northern and Midland.										
Mid-Wales - - - - -	48	6,920	7,792	1,947	5,082	3,188	290	117	-	32	57
Milford - - - - -	Worked by the Great Western.										
Minthead - - - - -	Worked by the Great Western.										
Mold and Denbigh Junction - - - - -	Worked by the London and North-Western.										
Monmouthshire Railway and Canal - - - - -	Worked by the Great Western.										
Much Wenlock and Severn Junction - - - - -	Worked by the Great Western.										
Muswell Hill Estate - - - - -	Worked by the Great Northern.										
Nantwich and Market Drayton - - - - -	Worked by the Great Western.										
Neath and Brecon - - - - -	40	10,989	4,885	922	4,269	2,350	283	52	-	33	1,250
Newquay and Cornwall Junction - - - - -	Leased to the Cornwall Minerals.										
Northampton and Banbury Junction - - - - -	15	1,221	2,949	83	2,239	844	141	43	-	2	280
North and South Western Junction - - - - -	5	1,943	282	-	2,795	844	738	13	10	-	160
North-Eastern (Including the "Great North of England, Clarence, and Hartlepool," "Hexham and Allendale" (to 30th June), and "Tees Valley," and part of the "Odey and Ilkley" Joint Line.) - - - - -	1,429	739,983	1,088,640	466,245	886,985	101,507	135,110	38,247	15,775	18,678	12,500
Northern and Eastern - - - - -	Leased to the Great Eastern.										
North London - - - - -	12	25,049	72,715	18,884	63,304	10,345	12,879	6,988	465	172	1,456
North Staffordshire (Including the "Longton, Adderley Green, and Bucknall.") - - - - -	195	85,046	77,003	29,672	83,011	13,575	6,619	3,349	864	3,802	1,290
North Union - - - - -	Leased to the London and North-Western and Lancashire and Yorkshire.										
Norwich and Spalding - - - - -	Worked by the Great Northern and Midland.										
Nottingham and Grantham Railway and Canal - - - - -	Leased to the Great Northern.										
Oldham, Ashton-under-Lyne, and Guide Bridge Junction. - - - - -	6	3,493	6,740	-	7,984	730	239	402	2,011	132	-

\* Line opened for traffic in January 1876.

† Exclusive of 49,289† net receipts from rents of houses, &amp;c.

‡ Amalgamated with the Midland from 1st July 1876.

¶ Amalgamated with the North-Eastern from 1st July 1876.

\*\* Towards this expenditure the Company received 36,833‡ for working other lines.

						ROLLING STOCK on 31st December 1876.							NAME OF COMPANY.
Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expendi- ture not included in the fore- going.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURNS, No. 2.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	CARRIAGES, WAGGONS, TRUCKS, &c.							
						Locomotives.	Carriages used for the Con- veyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Wag- gons used on the Railway, not included in the pre- ceding Columns.	Total Number of Vehicles of all descriptions for Con- veyance of Passengers, Live Stock, Ballast, &c.		
£	£	£	£	£		No.	No.	No.	No.	No.	No.		
-	24	678	654	24 Deficiency.	104	2	2	1	24	-	27	Maenclochog.	
-	57	16,304	17,116	812	95	3	13	5	115	-	133	Manchester and Milford.	
140,219	33,884	910,612	1,739,859	829,247	52	397	517	206	10,503	214	11,440	Manchester, Sheffield, and Lincoln- shire.	
-	909	54,011	112,325	58,314	48	-	95	16	18	2	131	Manchester, South Junction, and Altrincham.	
-	-	51,430	128,183	76,753	40	24	30	14	1,521	9	1,574	Maryport and Carlisle.	
-	-	1,934	1,770	164 Deficiency.	109	2	4	1	-	-	5	Mawddwy.	
-	-	3,885	7,748	3,863	50	Rolling Stock supplied by the Companies owning the line.						Mellis and Eye.	
-	6,889	217,237	555,888†	338,651†	39	44	180	-	15	-	195	Merrybent and Darlington.	
-	-	4,064	133,334	284,604	47	30	152	-	3	-	155	Methley Joint Railway.	
-	-	-	-	-	-	-	-	-	-	-	-	Metropolitan.	
-	-	-	-	-	-	-	-	-	-	-	-	Metropolitan and St. John's Wood.	
-	-	-	-	-	-	-	-	-	-	-	-	Metropolitan District.	
-	-	-	-	-	-	-	-	-	-	-	-	Mid-Hants.	
-	-	-	-	-	-	-	-	-	-	-	-	Mid-Kent (Bromley to St. Mary's Cray).	
2,479	31,058	3,343,728	6,245,218	2,901,490	54	1,322	2,315	1,139	31,164	-	34,618	Midland.	
-	-	-	-	-	-	-	-	-	-	-	-	Midland and Eastern.	
-	-	25,425	37,598	12,173	68	10	40	6	439	-	485	Mid-Wales.	
-	-	-	-	-	-	-	-	-	-	-	-	Milford.	
-	-	-	-	-	-	-	-	-	-	-	-	Minehead.	
-	-	-	-	-	-	-	-	-	-	-	-	Mold and Denbigh Junction.	
-	-	-	-	-	-	-	-	-	-	-	-	Monmouthshire Railway and Canal.	
-	-	-	-	-	-	-	-	-	-	-	-	Much Wenlock and Severn Junction.	
-	-	-	-	-	-	-	-	-	-	-	-	Muswell Hill Estate.	
-	-	25,083	20,383	4,650 Deficiency.	123	12	15	6	93	-	114	Nantwich and Market Drayton.	
-	457	8,259	9,481	1,222	87	-	-	-	-	-	-	Neath and Brecon.	
-	-	6,785	1,553	-	-	-	-	-	-	-	-	Newquay and Cornwall Junction.	
49,505	-	3,553,075	6,489,754	2,936,679	55	1,364	1,880	709	76,030	-	78,619	Northampton and Banbury Junction.	
-	-	-	-	-	-	-	-	-	-	-	-	North and South Western Junction.	
-	-	-	-	-	-	-	-	-	-	-	-	North-Eastern.	
4,494	4,332	221,083**	399,423	215,173	46	78	445	84	451	178	1,158	Northern and Eastern.	
38,997	3,988	347,216	625,303	278,087	56	125	219	80	4,978	60	5,337	North London.	
-	-	-	-	-	-	-	-	-	-	-	-	North Staffordshire.	
-	-	-	-	-	-	-	-	-	-	-	-	North Union.	
-	-	-	-	-	-	-	-	-	-	-	-	Norwich and Spalding.	
-	-	-	-	-	-	-	-	-	-	-	-	Nottingham and Grantham Railway and Canal.	
-	401	22,132	27,561	5,429	80	Provided by the "Manchester, Sheffield, and Lincoln- shire" and "London and North-Western" Com- panies.						Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	

† In addition to the 260 miles above given, the Manchester, Sheffield, and Lincolnshire Company are half owners of 88 miles, and one third owners of 103 miles, the returns for which lines are given separately.

|| Receipts from local traffic only. No comparison can be made between the working expenditure and the receipts.



NAME OF COMPANY.	Length of Line in Miles open on 31st December 1876.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
Pembroke and Tenby	29	3,803	3,877	1,336	3,172	1,747	316	487	108	74	5
Penarth Harbour, Dock, and Railway	Leased to the Taff Vale.										
Peterborough, Wisbeach, and Sutton	Worked by the Midland.										
Poole and Bournemouth	Leased to the London and South-Western.										
Potteries, Shrewsbury, and North Wales	28	2,168	2,525	811	1,828	1,409	206	19	-	65	75
Preston and Wyre	Leased to the Lancashire and Yorkshire and London and North-Western										
Ravenglass and Eskdale	7	43	287	120	438	360	18	1	-	-	-
Redruth and Chasewater	9	338	786	169	1,443	458	98	-	-	-	18
Rhondda Valley and Hirwain Junction	1	52	-	-	-	182	13	-	-	-	-
Rhymney	42	12,330	20,042	1,765	12,489	5,059	2,471	150	7	41	223
Ross and Monmouth	Worked by the Great Western.										
Roydon and Hitchin	Leased to the Great Northern.										
Ryde and Newport	See under Cowes and Newport.										
Saffron Walden	Worked by the Great Eastern.										
St. Austell and Pentewan Railway, Harbour, and Dock	3	105	149	9	353	91	69	-	-	-	-
Salisbury and Dorset Junction	Worked by the London and South-Western.										
Salisbury and Yeovil	Leased to the London and South-Western.										
Salisbury Railway and Market House	Worked by the London and South-Western.										
Saundersfoot Railway and Harbour	7	638	-	-	-	226	70	-	-	-	-
Scotswood, Newburn, and Wylam Railway and Dock	6	661	581	-	950	280	26	43	-	-	-
Seaton and Beer	Worked by the London and South-Western.										
Sevenoaks, Maidstone, and Tunbridge	Worked by the London, Chatham, and Dover.										
Severn and Wye Railway and Canal †	33	5,681	6,206	389	2,245	2,421	1,511	118	-	-	73
Sheffield and Midland Committee	20	8,926	21,145	-	10,183	1,285	1,516	587	192	300	-
Shrewsbury and Hereford	Leased to the Great Western and London and North-Western.										
Shropshire Union Railways and Canal	Leased to the London and North-Western.										
Sidmouth	Worked by the London and South-Western.										
Somerset and Dorset § (Worked by the "Midland" and "London and South-Western" Companies jointly.)	92	25,228	33,654	7,466	25,676	3,827	709	752	693	58	35
South Devon	Leased to the Great Western.										
South-Eastern (Including the "London and Greenwich.")	331	122,418	214,137	63,381	220,715	67,542	68,817	45,801	3,417	9,336	10,493
South Wales Mineral	13	2,299	2,190	699	1,964	381	202	-	-	-	-
Spilsby and Firsby	Worked by the Great Northern.										
Stafford and Uttoxeter	13	1,236	2,041	104	1,537	608	39	113	-	15	-
Staines, Wokingham, and Woking	Leased to the London and South-Western.										
Stamford and Essendine	Worked by the Great Northern.										
Stonehouse and Nailsworth	Worked by the Midland.										
Stratford-upon-Avon	Worked by the Great Western.										
Taff Vale (Including the "Aberdare," "Cowbridge," "Dare Valley," "Llanarfon and Taff Vale Junction," and "Penarth Harbour, Dock, and Railway.")	81	37,580	73,109	16,559	53,549	10,771	22,576	2,714	13	367	1,283
Talylllyn †	7	423	301	279	252	187	174	4	-	11	-
Tees Valley	Worked by the North-Eastern.										
Tenbury	Worked by the Great Western and London and North-Western.										
Tenbury Hundred	Worked by the Great Eastern.										

\* The haulage is done by the Taff Vale Railway Company, who charge the freighters with the cost.

† For the year ended 30th September 1876.

§ For the year ended 31st October 1876.

ROLLING STOCK on 31st December 1876.													NAME OF COMPANY.
Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expendi- ture not included in the fore- going.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	CARRIAGES, WAGGONS, TRUCKS, &c.							
						Locomotives.	Carriages used for the Con- veyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Wag- gons used on the Railway, not included in the pre- ceding Columns.	Total Number of Vehicles of all descriptions for Con- veyance of Passengers, Live Stock, Ballast, &c.		
£	£	£	£	£		No.	No.	No.	No.	No.	No.		
-	192	15,164	25,911	10,747	59	6	20	3	195	9	227	Pembroke and Tenby.	
-	-	-	-	-	-	-	-	-	-	-	-	Penarth Harbour, Dock, and Railway.	
-	-	-	-	-	-	-	-	-	-	-	-	Peterborough, Wisbeach, and Sutton.	
-	-	-	-	-	-	-	-	-	-	-	-	Poole and Bournemouth.	
-	-	9,106	6,839	2,267 Deficiency.	133	4	13	3	312	-	328	Potteries, Shrewsbury and North Wales.	
-	-	-	-	-	-	-	-	-	-	-	-	Preston and Wyre.	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	1,267	1,544	277	82	2	2	1	31	2	36	Ravenglass and Eskdale.	
-	204	3,514	3,628	114	97	3	-	-	100	-	100	Redruth and Chasewater.	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	247	577	330	43	-	-	-	-	-	-	Rhondda Valley and Hirwain Junc- tion.	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	54,577	123,303	68,726	44	38	43	5	262	22	332	Rhymney.	
-	-	-	-	-	-	-	-	-	-	-	-	Ross and Monmouth.	
-	-	-	-	-	-	-	-	-	-	-	-	Royston and Hitchin.	
-	-	-	-	-	-	-	-	-	-	-	-	Ryde and Newport.	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	
104	-	885	1,440	555	61	1	-	-	24	5	29	Saffron Walden.	
-	-	-	-	-	-	-	-	-	-	-	-	St. Austell and Pentewan Railway, Harbour, and Dock.	
-	-	-	-	-	-	-	-	-	-	-	-	Salisbury and Dorset Junction.	
-	-	-	-	-	-	-	-	-	-	-	-	Salisbury and Yeovil.	
-	-	-	-	-	-	-	-	-	-	-	-	Salisbury Railway and Market House.	
-	-	934	463	471 Deficiency.	†	-	-	-	-	-	-	Saundersfoot Railway and Harbour.	
-	-	2,541	2,473	68 Deficiency.	103	Rolling stock hired from the "North-Eastern" Com- pany.						Sootswood, Newburn, and Wylam Rail- way and Dock.	
-	-	-	-	-	-	-	-	-	-	-	-	Seaton and Beer.	
-	-	-	-	-	-	-	-	-	-	-	-	Sevenoaks, Maidstone, and Tunbridge.	
-	822	19,451	32,493	13,042	60	10	8	-	59	-	67	Severn and Wye Railway and Canal.	
-	1,002	45,136	74,131	28,995	61	Rolling stock provided by the Manchester, Sheffield, and Lincolnshire and Midland Companies.						Sheffield and Midland Committee.	
-	-	-	-	-	-	-	-	-	-	-	-	Shrewsbury and Hereford.	
-	-	-	-	-	-	-	-	-	-	-	-	Shropshire Union Railways and Canal.	
-	-	-	-	-	-	-	-	-	-	-	-	Sidmouth.	
560	1,692	100,370	92,323	8,047 Deficiency.	109	29	62	34	759	19	874	Somerset and Dorset.	
-	-	-	-	-	-	-	-	-	-	-	-	South Devon.	
50,427	15,340	891,829	1,016,757	1,024,928	47	273	1,442	463	3,569	292	5,766	South-Eastern.	
-	-	7,835	7,709	126 Deficiency	102	4	-	-	280	-	280	South Wales Mineral.	
-	-	-	-	-	-	-	-	-	-	-	-	Spilsby and Firsby.	
-	87	5,780	4,014	1,766 Deficiency.	144	2	7	1	16	1	25	Stafford and Uttoxeter.	
-	-	-	-	-	-	-	-	-	-	-	-	Staines, Wokingham, and Woking.	
-	-	-	-	-	-	-	-	-	-	-	-	Stamford and Essendine.	
-	-	-	-	-	-	-	-	-	-	-	-	Stonehouse and Nailsworth.	
-	-	-	-	-	-	-	-	-	-	-	-	Stratford-upon-Avon.	
7,608	24,603	255,732	521,279	265,547	49	108	124	34	2,694	183	3,035	Taff Vale.	
-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	1,631	1,838	207	89	2	4	1	114	-	119	Talylyn.	
-	-	-	-	-	-	-	-	-	-	-	-	Tees Valley.	
-	-	-	-	-	-	-	-	-	-	-	-	Tenbury.	
-	-	-	-	-	-	-	-	-	-	-	-	Tendring Hundred.	

† No proper comparison can be made between the money receipts and the working expenditure.  
‡ Exclusive of the cost of collection and delivery of merchandise.

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1876.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
<i>Teakisbury and Malvern</i>	-	<i>Worked by the Midland.</i>									
<i>Thetford and Watton</i> (Including the "Watton and Swaffham.")	19	773	1,297	458	1,442	495	68	90	-	-	-
<i>Torbay and Brixham</i>	2	467	457	122	686	251	22	48	-	-	-
<i>Tottenham and Hampstead Junction</i>	-	<i>Worked by the Great Eastern and Midland.</i>									
<i>Trent, Ancholme, and Grimsby</i>	14	9,337	14,453		3,001	682	559	50	-	8	-
<i>Vale of Llangollen</i>	-	<i>Worked by the Great Western.</i>									
<i>Vale of Towy</i>	-	<i>Leased to the Llanelly and London and North-Western.</i>									
<i>Van</i>	7	155	378	17	214	165	13	18	-	1	-
<i>Victoria Station and Pimlico</i>	-	<i>Line used by the Great Western, London and North-Western, London, Brighton, and South Coast, and London, Chatham, and Dover.</i>									
<i>Wainfleet and Firsby</i>	-	<i>Worked by the Great Northern.</i>									
<i>Watford and Rickmansworth</i>	-	<i>Worked by the London and North-Western.</i>									
<i>Watlington and Princes Risborough</i>	9	561	761	19	254	206	25	31	1	3	-
<i>Watton and Swaffham</i>	-	<i>Worked by the Thetford and Watton.</i>									
<i>Wellington and Drayton</i>	-	<i>Worked by the Great Western.</i>									
<i>Wellington and Severn Junction</i>	-	<i>Leased to the Great Western.</i>									
<i>Wenlock</i>	-	<i>Worked by the Great Western.</i>									
<i>West Cornwall Committee</i>	-	<i>Leased to the Great Western.</i>									
<i>West London</i>	-	<i>Leased to the West London Extension.</i>									
<i>West London Extension</i>	-	<i>Line worked by the Great Western, London and North-Western, London and South-Western, and London, Brighton, and South Coast.</i>									
<i>West Riding and Grimsby</i>	26	18,207	18,585	-	5,190	1,254	1,098	1,128	-	1	-
<i>West Somerset</i>	-	<i>Leased to the Great Western.</i>									
<i>West Somerset Mineral</i>	12†	2,877	1,046	414	892		130	12	-	-	-
<i>Weymouth and Portland</i>	-	<i>Worked by the Great Western and London and South-Western.</i>									
<i>Whitehaven, Cleator, and Egremont</i> (Including the "Cleator and Furness" Joint Line.)	27	9,389	13,285	4,978	8,673	2,003	403	366	-	-	57
<i>Whitland and Taf Vale</i>	16	609	1,200	21	1,091	160	1	18	-	10	-
<i>Witney</i>	-	<i>Worked by the Great Western.</i>									
<i>Wivenhoe and Brightlingsea</i>	-	<i>Worked by the Great Eastern.</i>									
<i>Worcester, Bromyard, and Leominster</i>	-	<i>Worked by the Great Western.</i>									
<i>Wrexham, Mold, and Connah's Quay</i> (Including the "Buckley.")	16	2,948	4,005	760	4,543	1,784	287	72	-	137	283
<i>Wye Valley</i>	-	<i>Worked by the Great Western.</i>									
TOTAL ENGLAND AND WALES	11,989	5,464,368	7,199,637	2,246,026	8,446,725	1,114,195	1,096,404	669,467	287,201	289,017	229,194
		and 64,978									

\* This rolling stock is not the property of the Company.

† Of this length 5 miles are open for goods and mineral traffic only.



			TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No 2.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK. on 31st December 1876.						NAME OF COMPANY.			
Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure not included in the foregoing.	TOTAL WORKING EXPENDITURE.				CARRIAGES, WAGGONS, TRUCKS, &c.									
						Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.				
£	£	£	£	£		No.	No.	No.	No.	No.	No.				
-	-	383	5,016	4,861	155 Deficiency.	103	7	19	6	60	3	88	<i>Tewkesbury and Malvern.</i>		
-	-	-	2,053	2,402	349	85	1	Hired from the Great Western Company.					<i>Thetford and Watton.</i>		
-	-	-	28,090	38,691	10,601	73	Provided by the " Manchester, Sheffield, and Lincolnshire " Railway Company.					<i>Torbay and Brixham.</i>			
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Tottenham and Hampstead Junction.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Trent, Ancholme, and Grimsby.</i>		
-	-	-	959	2,622	1,663	37	1	2	-	-	-	2	<i>Vale of Llangollen.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Vale of Towy.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Van.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Victoria Station and Pimlico.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Wainfleet and Firsby.</i>		
-	-	237	2,098	2,107	9	100	2*	3*	-	6	-	9	<i>Watford and Rickmansworth.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Watlington and Princes Risborough.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Watton and Swaffham.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Wellington and Drayton.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Wellington and Severn Junction.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Wenlock.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>West Cornwall Committee.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>West London.</i>		
-	-	10,142	55,600	89,646	34,046	62	Provided by the " Great Northern " and " Manchester, Sheffield, and Lincolnshire " Railway Companies.					<i>West London Extension.</i>			
-	-	457	5,828	7,455	1,627	78	4	4	-	116	3	123	<i>West Riding and Grimsby.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>West Somerset.</i>		
-	-	-	39,154	85,215	46,061	46	17	22	4	1,368	12	1,406	<i>West Somerset Mineral.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Weymouth and Portland.</i>		
-	-	657	3,787	4,899	932	80	2	6	-	12	-	18	<i>Whitehaven, Cleator, and Egremont.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Whitland and Taf Vale.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Witney.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Wivenhoe and Brightlingsea.</i>		
-	-	396	15,105	21,970	6,865	69	6	8	2	118	-	128	<i>Worcester, Bromyard, and Leominster.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Wrexham, Mold, and Connah's Quay.</i>		
-	-	-	-	-	-	-	-	-	-	-	-	-	<i>Wye Valley.</i>		
962,483	433,504	28,466,366†	52,476,319	24,009,953		54	10,928	22,757	8,741	272,816	9,263	313,577	TOTAL ENGLAND AND WALES.		

† Exclusive of 36,833*l.* received by the North London Company for working other lines.

## No. 3.—Working Expenditure, Net Receipts

NAME OF COMPANY.	Length of Line in Miles open on 31st January 1877.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
<i>Arbroath and Forfar</i> - - - - -	<i>Leased to the Caledonian.</i>										
<i>Ayr and Maybole</i> - - - - -	<i>Leased to the Glasgow and South-Western.</i>										
<i>Blane Valley</i> - - - - -	<i>Worked by the North British.</i>										
<i>Busby</i> - - - - -	<i>Worked by the Caledonian.</i>										
Caledonian - - - - -	829	283,498	375,003	137,515	414,444	53,376	62,695	19,420	13,142	7,142	6,984
(Including the "Arbroath and Forfar," "Busby," "Callander and Oban," "Dundee and Newtyle," "Greenock and Wemyss Bay," "Montrose and Bervie," "Port Patrick," "Solway Junction," and half the "Glasgow and Kilmarnock," "Glasgow and Paisley," and "Glasgow, Barrhead, and Neilston" Joint Lines.)											
<i>Callander and Oban</i> - - - - -	<i>Worked by the Caledonian.</i>										
<i>Carlisle and Silloth Bay</i> - - - - -	<i>Leased to the North British.</i>										
City of Glasgow Union - - - - -	6	3,640	-	-	3,023	1,786	846	27	20	-	425
<i>Dingwall and Skye</i> - - - - -	<i>Worked by the Highland.</i>										
<i>Duke of Sutherland's</i> - - - - -	<i>Worked by the Highland.</i>										
<i>Dundee and Newtyle</i> - - - - -	<i>Leased to the Caledonian.</i>										
<i>Edinburgh and Bathgate</i> - - - - -	<i>Leased to the North British.</i>										
<i>Edinburgh, Loanhead, and Roslin</i> - - - - -	<i>Worked by the North British.</i>										
Findhorn - - - - -	Line closed since 30th January 1869.										
<i>Forth and Clyde Junction</i> - - - - -	<i>Leased to the North British.</i>										
Glasgow and South-Western - - - - -	317	148,408	132,440	67,604	139,980	21,334	16,150	7,624	4,512	2,858	3,446
(Including the "Ayr and Maybole," "Kilmarnock and Troon," and half the "Glasgow, Barrhead, and Neilston," "Glasgow and Kilmarnock," and "Glasgow and Paisley" Joint Lines.)											
<i>Glasgow, Barrhead, and Neilston Direct</i> - - - - -	<i>Leased to the Caledonian and Glasgow and South-Western.</i>										
Great North of Scotland (Including the "Morayshire.") - - - - -	286	28,976	28,884	14,123	37,301	7,323	8,463	4,455	27	284	900
<i>Greenock and Wemyss Bay</i> - - - - -	<i>Worked by the Caledonian.</i>										
Highland* - - - - -	402	49,697	43,742	14,923	47,503	11,480	7,004	5,540	1,534	362	735
(Including the "Dingwall and Skye," "Duke of Sutherland's," "Sutherland," and "Sutherland and Caithness.")											
<i>Kilmarnock and Troon</i> - - - - -	<i>Leased to the Glasgow and South-Western.</i>										
Leven and East of Fife - - - - -	20	4,063	2,263	1,142	3,642	1,002	402	354	-	125	-
<i>Montrose and Bervie</i> - - - - -	<i>Worked by the Caledonian.</i>										
<i>Morayshire</i> - - - - -	<i>Worked by the Great North of Scotland.</i>										
North British - - - - -	851	277,984	255,590	120,232	339,012	42,887	35,207	21,239	6,095	13,225	13,032
(Including the "Berwickshire"† (to 31st July 1876), "Blane Valley," "Carlisle and Silloth Bay," "Edinburgh and Bathgate," "Edinburgh, Loanhead, and Roslin," "Forth and Clyde Junction," "Peelers"† (to 31st July 1876), "Penicuik" (to 31st July 1876), "Port Carlisle Dock and Railway," "St. Andrews," and "Whiteinch.")											
<i>Port Carlisle Dock and Railway</i> - - - - -	<i>Leased to the North British.</i>										
<i>Port Patrick</i> - - - - -	<i>Worked by the Caledonian.</i>										
<i>St. Andrews</i> - - - - -	<i>Worked by the North British.</i>										
<i>Solway Junction</i> - - - - -	<i>Leased to the Caledonian.</i>										
<i>Sutherland</i> - - - - -	<i>Worked by the Highland.</i>										
<i>Sutherland and Caithness</i> - - - - -	<i>Worked by the Highland.</i>										
<i>Whiteinch</i> - - - - -	<i>Worked by the North British.</i>										
Wigtownshire - - - - -	15	518	1,451	15	1,347	262	22	81	-	40	-
TOTAL SCOTLAND - - - - -	2,726	796,804	869,378	355,554	986,737	139,450	130,789	58,740	25,330	24,036	25,472

Note.—The financial year of the Scotch Railway Companies, except when otherwise stated, ended on 31st January 1877.

\* For the year ended 28th February 1877.

† Amalgamated with the North British from 1st August 1876.

## and Rolling Stock, SCOTLAND, in 1876.

						ROLLING STOCK on 31st January 1877.							NAME OF COMPANY.
Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expendi- ture not included in the fore- going.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC Returns, No. 2.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	CARRIAGES, WAGGONS, TRUCKS, &c.							
						Locomotives.	Carriages used for the Con- veyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Wag- gons used on the Railway, not included in the pre- ceding Columns.	Total Number of Vehicles of all descriptions for Con- veyance of Passengers, Live Stock, Ballast, &c.		
£	£	£	£	£		No.	No.	No.	No.	No.	No.		
38,831	44,518	1,456,518	2,936,587	1,480,069	50	649	1,121	4	34,385	588	36,497	Arbroath and Forfar. Ayr and Maybole. Blane Valley. Busby. Caledonian.	
-	1,854	11,626	82,016	70,390	-	The Company has no Rolling Stock, the passengers and goods being carried in the trains of the Companies using the line.							Callander and Oban. Carlisle and Silloth Bay. City of Glasgow Union. Dingwall and Skye. Duke of Sutherland's. Dundee and Newtyle. Edinburgh and Bathgate. Edinburgh, Loanhead, and Roslin. Findhorn. Forth and Clyde Junction. Glasgow and South-Western.
7,757	5,912	558,005	1,006,509	448,504	55	260	539	178	10,210	304	11,231	Glasgow, Barrhead, & Neilston Direct Great North of Scotland.	
411	6,861	138,508	284,728	146,220	49	56	184	80	1,972	42	2,278	Greenock and Wemyss Bay. Highland.	
5,334	6,387	194,250	363,417	169,167	53	67	171	70	2,224	44	2,509	Kilmarnock and Troon. Leven and East of Fife. Montrose and Bervie. Morayshire. North British.	
-	497	13,515	23,000	9,485	59	5	11	4	212	-	227	Port Carlisle Dock and Railway. Port Patrick. St. Andrews. Solway Junction. Sutherland. Sutherland and Caithness. Whiteinch.	
42,879	23,671	1,221,053	2,262,891	1,041,338	54	467	1,175	403	23,913	152	25,643	Wigtownshire.	
95,212	90,482	3,597,993	6,935,091	3,367,093	52	1,508	3,211	1,160	72,916	1,130	78,417	TOTAL SCOTLAND.	



## No. 3.—Working Expenditure, Net Receipts,

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1876.	WORKING EXPENDITURE.									
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.
	No.	£	£	£	£	£	£	£	£	£	£
<i>Athenry and Ennis Junction</i> . . . . .	<i>Leased to the Waterford and Limerick.</i>										
<i>Athenry and Tuam</i> . . . . .	<i>Leased to the Waterford and Limerick.</i>										
Ballymena, Cushendall, and Redbay . . . . .	12	845	759	120	682	176	74	-	-	-	-
<i>Banbridge Junction</i> . . . . .	<i>Leased to the Great Northern of Ireland.</i>										
<i>Banbridge, Lisburn, and Belfast</i> . . . . .	<i>Worked by the Great Northern of Ireland.</i>										
Belfast and County Down (Including the "Downpatrick, Dundrum, and Newcastle.")	55	12,195	10,335	4,038	8,970	2,929	537	-	-	203	96
Belfast and Northern Counties (Including the "Carrickfergus and Larne.")	150	29,258	28,790	9,752	28,160	8,056	4,471	-	-	257	941
Belfast Central . . . . .	4	633	872	-	3,207	1,242	58	-	-	-	111
Belfast, Holywood, and Bangor . . . . .	12	1,060	3,410	742	2,564	1,051	82	-	-	-	13
<i>Carrickfergus and Larne</i> . . . . .	<i>Worked by the Belfast and Northern Counties.</i>										
Castleisland* . . . . .	4	203	384	-	502	156	4	-	-	10	5
Cork and Bandon . . . . . (Including the "Cork and Kinsale Junction.")	31	4,982	4,607	1,563	5,523	990	1,150	-	-	-	300
<i>Cork and Kinsale Junction</i> . . . . .	<i>Worked by the Cork and Bandon.</i>										
Cork and Macroom Direct . . . . .	24	3,038	2,012	535	2,168	533	297	-	-	-	11
Cork, Blackrock, and Passage . . . . .	6	1,753	1,792	481	1,468	654	560	-	-	-	2
<i>Downpatrick, Dundrum, and Newcastle</i> . . . . .	<i>Worked by the Belfast and County Down.</i>										
<i>Dublin and Antrim Junction</i> . . . . .	<i>Worked by the Great Northern of Ireland.</i>										
<i>Dublin and Kingstown</i> . . . . .	<i>Leased to the Dublin, Wicklow, and Wexford.</i>										
<i>Dublin and Meath</i> . . . . .	<i>Worked by the Midland Great Western of Ireland.</i>										
Dublin, Wicklow, and Wexford (Including the "Dublin and Kingstown.")	135	24,085	25,252	9,072	27,410	7,226	9,047	-	-	519	307
Dundalk, Newry, and Greenore . . . . .	26	1,666	2,032	122	5,445	572	141	-	-	-	144
<i>Enniskillen, Bundoran, and Sligo</i> . . . . .	<i>Worked by the Great Northern of Ireland.</i>										
<i>Fermoy and Lismore</i> . . . . .	<i>Worked by the Great Southern and Western of Ireland.</i>										
Finn Valley . . . . .	13	585	1,127	150	1,018	394	45	-	-	20	3
Great Northern of Ireland (Including the "Banbridge Junction," "Banbridge, Lisburn, and Belfast," "Dublin and Antrim Junction," "Enniskillen, Bundoran, and Sligo," and "Londonderry and Enniskillen.")	458	92,401	89,691	23,789	73,252	15,339	12,384	-	-	961	2,779
<i>Great Northern and Western of Ireland</i> . . . . .	<i>Worked by the Midland Great Western of Ireland.</i>										
Great Southern and Western of Ireland   (Including the "Fermoy and Lismore" and the "Parsonstown and Portumna Bridge.")	485	127,083	100,096	32,155	89,367	9,606	23,849	-	-	332	2,773
<i>Kilkenny Junction</i> . . . . .	<i>Worked by the Waterford and Central Ireland.</i>										
<i>Londonderry and Enniskillen</i> . . . . .	<i>Leased to the Great Northern of Ireland.</i>										
Londonderry and Lough Swilly† . . . . .	12	1,098	1,242	148	1,388	447	95	-	-	-	18

\* For the year ended 31st October 1876.

† The Company contract with the Great Northern for supply of locomotive power.

|| The expenditure is given less the cost of maintenance of the Parsonstown and Portumna Bridge line, 12 miles in length.

and Rolling Stock, IRELAND, in 1876.

Steamboat, Canal, and Harbour Expenses.			TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on 31st December 1876.						NAME OF COMPANY.		
£	£	£				No.	CARRIAGES, WAGGONS, TRUCKS, &c.						No.	
							Locomotives.	Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.			Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.
£	£	£	£	£		No.	No.	No.	No.	No.	No.			
-	-	-	2,656	7,736	5,080	34	3	-	-	-	175	2	177	Athenry and Ennis Junction. Athenry and Tuam.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Ballymena, Cushendall, and Redbay. Banbridge Junction. Banbridge, Lisburn, and Belfast.
-	-	226	40,251	55,360	15,109	73	14	53	13	293	-	-	359	Belfast and County Down.
-	-	275	110,075	206,031	95,956	53	44	114	42	1,051	31	1,238	Belfast and Northern Counties.	
-	-	-	6,123	4,168	1,955 Deficiency.	147	2	-	-	-	200	1	201	Belfast Central.
-	-	10	9,241	20,912	11,671	44	5	46	4	13	-	-	63	Belfast, Holywood, and Bangor.
-	-	-	1,264	1,191	73 Deficiency.	106	1	1	-	-	-	-	1	Carrickfergus and Larne. Castleisland.
696	530	20,477	38,473	17,966	53	8	13	10	126	1	150	150	Cork and Bandon.	
-	-	1,923	10,517	19,137	8,640	55	3	9	3	63	-	-	75	Cork and Kinsale Junction Cork and Macroom Direct.
-	-	95	6,806	13,315	6,509	51	3	14	1	2	-	-	17	Cork, Blackrock, and Passage.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Downpatrick, Dundrum, and Newcastle. Dublin and Antrim Junction. Dublin and Kingstown. Dublin and Meath.
-	-	1,901	105,899	243,311	137,412	44	45	161	24	652	19	856	Dublin, Wicklow, and Wexford.	
-	-	360	10,771	15,814	5,043	68	5	12	7	174	7	200	Dundalk, Newry, and Greenore.	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Enniskillen, Bundoran, and Sligo.
-	-	442	3,797	6,335	2,538	60	-	5	-	27	2	34	Fermoy and Lismore. Finn Valley.	
-	-	4,467	320,036	620,844	300,758	52	118	234	148	2,122	75	2,579	Great Northern of Ireland.	
-	-	9,001	395,471	744,784	-	-	145	272	149	2,338	192	2,951	Great Northern and Western of Ireland. Great Southern and Western of Ireland.	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Kilkenny Junction.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Londonderry and Enniskillen.
-	-	1,089	5,575	6,668	1,093	84	45	12	2	31	-	-	455	Londonderry and Lough Swilly.

‡ For the year ended 31st January 1877.

§ Part of the rolling stock is hired.

NAME OF COMPANY.	Length of Line in Miles open on 31st December 1876.	WORKING EXPENDITURE.										
		Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Duty.	Compensation for Personal Injury, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	
	No.	£	£	£	£	£	£	£	£	£	£	
Midland Great Western of Ireland (Including the "Dublin and Meath," "Great Northern and Western of Ireland," "Navan and Kingscourt," and "Sligo and Ballaghaderreen Junction.")	415	85,097	59,170	22,110	64,854	13,320	10,097	-	-	3,406	2,614	2,713
Navan and Kingscourt	-	Worked by the Midland Great Western of Ireland.										
Newry and Armagh	22	1,561	3,486	236	3,399	1,459	109	-	-	-	32	132
Newry, Warrenpoint, and Rostrevor	6	754	1,402	324	1,533	349	87	-	-	-	26	-
Northern of Ireland	-	See Great Northern of Ireland.										
Parsonstown and Portlunna Bridge	-	Worked by the Great Southern and Western of Ireland.										
Rathkeale and Newcastle Junction	-	Worked by the Waterford and Limerick.										
Sligo and Ballaghaderreen Junction	-	Worked by the Midland Great Western of Ireland.										
Waterford and Central Ireland* (Including the "Kilkenny Junction.")	60	12,025	6,851	1,822	5,550†	1,903	922	-	-	-	8	188
Waterford and Limerick (Including the "Athenry and Ennis Junction," "Athenry and Tuam," and "Rathkeale and Newcastle Junction.")	202	27,177	21,232	6,586	26,559	6,536	3,747	-	-	1,577	980	1,042
Waterford and Tramore	7	1,445	1,043	220	592	431	77	-	-	-	-	-
Waterford, New Ross, and Wexford Junction§	-	404	233	41	228	132	22	-	-	-	-	-
West Cork	18	3,133	2,727	247	1,377	573	60	-	-	-	31	172
TOTAL IRELAND	-	2,157	432,481	368,535	114,253	355,521	74,079	67,915	-	7,335	10,896	13,158

\* For the year ended 29th September 1876.

† Exclusive of the cost of cartage of merchandise.



Steamboat, Canal, and Harbour Expenses.			TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Proportion per Cent. of Expenditure to Total Receipts.	ROLLING STOCK on 31st December 1876.							NAME OF COMPANY.	
CARRIAGES, WAGGONS, TRUCKS, &c.															
Locomotives.		Carriages used for the Conveyance of Passengers only.					Other Vehicles attached to Passenger Trains.		Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.		Any other Carriages or Waggons used on the Railway, not included in the preceding Columns.		Total Number of Vehicles of all descriptions for Conveyance of Passengers, Live Stock, Ballast, &c.		
£	£	£	£	£	£		No.	No.	No.	No.	No.	No.			
4,389	-	-	267,770	497,829	230,059	54	98	146	114	1,943	-	-	2,203	Midland Great Western of Ireland.	
-	-	79	10,513	16,405	5,892	64	6	12	8	175	-	-	195	Navan and Kingscourt.	
-	-	-	4,475	7,977	3,502	56	4	8	-	81	1	-	90	Newry and Armagh.	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Newry, Warrenpoint, and Rostrevor.	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Northern of Ireland.	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Parsonstown and Portumna Bridge.	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Rathkeale and Newcastle Junction.	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Sligo and Ballaghaderreen Junction.	
-	-	1,438	30,712	51,945	21,233	59	11	26	12	178	-	-	216	Waterford and Central Ireland.	
-	-	47	95,483	178,137	82,704	54	33	60	39	709	-	-	808	Waterford and Limerick.	
-	-	-	3,308	6,935	3,127	55	4	14	1	6	2	-	23	Waterford and Tramore.	
-	-	-	1,060	515	545	-	-	Hired from the Great Southern and Western Railway Company of Ireland.						-	Waterford, New Ross, and Wexford Junction.
-	-	-	8,320	10,473	2,153	79	24	11	7	30	4	-	524	West Cork.	
5,085	21,892	1,471,150	2,774,365	1,303,215	53	558	1,223	584	10,389	337	12,533	TOTAL IRELAND.			

‡ The rolling stock is hired from the Railway Rolling Stock Company, Wolverhampton.

§ See note p. 70.



## RAILWAY RETURNS.—1876.

### APPENDIX A.—SEASON AND PERIODICAL TICKETS.

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STATEMENT of the RECEIPTS from each CLASS of SEASON and PERIODICAL TICKETS;  
including WORKMEN'S WEEKLY TICKETS with THIRD CLASS.

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### APPENDIX B.—LENGTH OF RAILWAY UNDER CONSTRUCTION BUT NOT OPEN FOR TRAFFIC.

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NOTE.—The Board of Trade are indebted to the Railway Companies for having voluntarily supplied the information given in the following Tables in Appendices A. and B.



# APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1876.—ENGLAND AND WALES.

*Note.*—The Returns for worked or leased lines are included in those of the working Companies.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Aylesbury and Buckingham	£	£	£	£
Bishop's Castle	—	—	—	—
Bodmin and Wadebridge	—	—	—	—
Brecon and Merthyr Tydfil Junction	30	15	—	45
Bristol Port Railway and Pier	—	—	—	—
Bury St. Edmunds and Thetford	—	—	—	—
Cambrian	174	523	—	697
Carmarthen and Cardigan	—	—	—	—
Central Wales and Carmarthen Junction	27	9	—	36
Cheshire Lines Committee	3,139	2,337	29	5,505
Cockermouth, Keswick, and Penrith	—	54	—	54
Colne Valley and Halstead	—	—	—	—
Cornwall Minerals	—	—	5	5
(Including leased and worked lines, for the names of which see p. 54.)				
Corris	—	—	—	—
Cowes and Newport*	163	81	—	244
Ryde and Newport*				
Denbigh, Ruthin, and Corwen	—	—	—	—
East and West Junction	—	—	—	—
Festiniog	23	24	—	47
Festiniog and Blaenau †	—	—	460	460
Furness	1,062	1,081	—	2,143
Garstang and Knot End	—	—	—	—
Great Eastern	34,551	36,524	1,813	72,888
(Including leased and worked lines, for names of which see p. 56.)				
Great Marlow	No information.			
Great Northern	Cannot be given.			
(Including leased and worked lines, for names of which see p. 56.)				
Great Western	34,637	30,808	968	66,413
(Including leased and worked lines, for names of which see p. 56.)				
Hoylake and Birkenhead Railway and Tramway	77	567	—	644
Isle of Wight	152	271	214	637
Isle of Wight (Newport Junction)	94	95	11	200
King's Lynn Dock	—	—	—	—

\* The lines are worked by a joint Committee of the two Companies.

† For the year ended 28th February 1877.

APPENDIX A.—RECEIPTS FROM SEASON AND PERIODICAL TICKETS IN 1876.—ENGLAND AND WALES.—*cont.*

NAME OF COMPANY.	RECEIPTS FROM SEASON AND PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
	£	£	£	£
Lancashire and Yorkshire - (Including leased and worked lines, for names of which see p. 58.)	58,240	24,976	3,532	86,748
London and North-Western - (Including leased and worked lines, for names of which see p. 58.)	54,781	41,894	1,377	98,052
London and South-Western - (Including leased and worked lines, for names of which see p. 58.)	72,833	30,668	3,491	106,992
London, Brighton, and South Coast - (Including leased and worked lines, for names of which see p. 58.)	80,048	49,074	421	129,543
London, Chatham, and Dover - (Including leased and worked lines, for names of which see p. 58.)	31,804	28,063	3,098	62,965
Londonderry (Seaham to Sunderland)	50	102	—	152
London, Tilbury, and Southend	2,309	1,727	—	4,036
Macclesfield Committee	44	108	5	157*
Maenclochog	—	—	1	1
Manchester and Milford	9	10	5	24
Manchester, Sheffield, and Lincolnshire	6,506	5,750	1,444	13,700†
Manchester, South Junction and Altrincham	18,124	1,243	—	19,367
Maryport and Carlisle	130	403	250	783
Mawddwy	—	5	—	5
Methley Joint Railway	20	10	11	41
Metropolitan (Including leased and worked lines, for names of which see p. 60.)	12,428	12,677	3,636	28,741
Metropolitan District	7,877	7,257	32	15,166
Midland (Including leased and worked lines, for names of which see p. 60.)	43,430	—	22,002	65,432
Mid Wales	90	25	—	115
Neath and Brecon	16	31	14	61
Northampton and Banbury Junction	22	5	—	27
North and South-Western Junction	1	13	—	14
North-Eastern (Including leased and worked lines, for names of which see p. 60.)	25,798	15,437	15,863	57,098
North London	13,731	13,869	2,264	29,864
North Staffordshire (Including leased and worked lines, for names of which see p. 60.)	2,071	1,926	1,923	5,920
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	129	186	1,618	1,933‡
Pembroke and Tenby	26	38	50	114
Potteries, Shrewsbury, and North Wales	8	—	—	8
Ravenglass and Eskdale	—	—	—	—
Rhymney	96	49	7	152
Ryde and Newport. See Cowes and Newport.	—	—	—	—
Sectswood, Newburn, and Wylam Railway and Dock	2	—	7	9
Severn and Wye Railway and Canal§	—	—	29	29
Sheffield and Midland Committee	990	722	72	1,784
Somerset and Dorset ¶	98	169	3	270
South Eastern (Including leased and worked lines, for names of which see p. 62.)	81,834	37,594	8,098	127,526
Stafford and Uttoxeter	—	—	—	—

\* Receipts from 13 first, 22 second, and 2 third class annual tickets.

† Receipts from 481 first, 635 second, and 312 third class annual tickets.

‡ Receipts from 24 first, 40 second, and 447 third class annual tickets.

§ For the year ended 30th September 1876.

|| Receipts from 124 first, 140 second, and 38 third class annual tickets.

¶ For the year ended 31st October 1876.

APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1876.—ENGLAND and WALES.—cont.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Taff Vale (Including leased and worked lines, for names of which see p. 62.)	£ 932	£ 890	£ 11	£ 1,833
Talylyn* - - - - -	—	—	—	—
Thetford and Watton (Including leased and worked lines, for names of which see p. 62.)	—	—	—	—
Torbay and Brixham - - - - -	—	6	—	6
Trent, Ancholme, and Grimsby - - - - -	22	16	62	100†
Van - - - - -	—	—	283	283
Watlington and Princes Risborough - - - - -	—	—	—	—
West Riding and Grimsby - - - - -	<i>Cannot be given.</i>			
West Somerset Mineral - - - - -	—	—	—	—
Whitehaven, Cleator, and Egremont (Including leased and worked lines, for names of which see p. 64.)	304	—	256	560
Whitland and Taf Vale - - - - -	—	—	—	—
Wrexham, Mold, and Connah's Quay (Including leased and worked lines, for names of which see p. 64.)	—	—	—	—
TOTAL ENGLAND AND WALES for Companies making Returns - - - - - }	588,947	347,332	73,365	1,009,644
Add Total Receipts for Periodical Tickets of all Classes, for Companies not making Returns - - - - - }	—	—	—	51,061
TOTAL ENGLAND AND WALES - - - - -	- - -	- - -	- - -	1,060,705

\* For the year ended 30th September 1876.  
† Receipts from 8 first, 7 second, and 20 third class annual tickets.



APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS  
in 1876.—SCOTLAND.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Caledonian - - - - - (Including leased and worked lines, for names of which see p. 66.)	£ 29,934	£ 4,381	£ 7,673	£ 41,988
City of Glasgow Union - - - - -	496	108	139	743
Findhorn. See p. 39.				
Glasgow and South-Western - - - - - (Including leased and worked lines, for names of which see p. 66.)	9,729	2,938	3,342	16,009*
Great North of Scotland - - - - - (Including leased and worked lines, for names of which see p. 66.)	No information.			
Highland† - - - - - (Including leased and worked lines, for names of which see p. 66.)	2,235	—	1,366	3,601
Leven and East of Fife - - - - -	25	78	47	150
North British - - - - - (Including leased and worked lines, for names of which see p. 66.)	31,108	4,576	4,468	40,152
Wigtownshire - - - - -	14	—	59	73
TOTAL SCOTLAND for Companies making Returns - - - - - }	73,541	12,081	17,094	102,716
Add Total Receipts for Periodical Tickets of all Classes, for Companies not making Returns - - - - - }	—	—	—	8,932
TOTAL SCOTLAND - - - - -	—	—	—	111,648

*Note.*—The financial year of the Scotch Companies, except when otherwise stated, ended on the 31st January 1877.  
\* Receipts from 600 first, 255 second, and 582 third class annual tickets.  
† For the year ended 28th February 1877 for the Highland Company, and the year ended 31st August 1876 for the worked Companies.

# APPENDIX A.—RECEIPTS from SEASON and PERIODICAL TICKETS in 1876.—IRELAND.

NAME OF COMPANY.	RECEIPTS from SEASON and PERIODICAL TICKETS, including WORKMEN'S WEEKLY TICKETS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Belfast and County Down - - - - - (Including leased and worked lines, for names of which see p. 68.)	£ 1,176	£ 900	£ —	£ 2,076
Belfast and Northern Counties - - - - - (Including leased and worked lines, for names of which see p. 68.)	1,486	1,891	36	3,413
Belfast, Holywood, and Bangor - - - - -	3,714	1,076	—	4,790
Castlesland* - - - - -	—	—	—	—
Cork and Bandon - - - - - (Including leased and worked lines, for names of which see p. 68.)	No information.			—
Cork and Macroom Direct - - - - -	75	106	120	301
Cork, Blackrock, and Passage - - - - -	1,365	532	14	1,911
Dublin, Wicklow, and Wexford - - - - - (Including leased and worked lines, for names of which see p. 68.)	9,931	11,862	—	21,793
Dundalk, Newry, and Greenore - - - - -	—	12	—	12
Finn Valley - - - - -	—	24	—	24
Great Northern of Ireland - - - - - (Including leased and worked lines, for names of which see p. 68.)	2,074	2,432	1	4,507
Great Southern and Western of Ireland - - - - - (Including leased and worked lines, for names of which see p. 68.)	747	666	9	1,422
Kilkenny Junction - - - - -	60	399	—	459
Londonderry and Lough Swilly† - - - - -	72	61	21	154
Midland Great Western of Ireland - - - - - (Including leased and worked lines, for names of which see p. 70.)	586	283	—	869
Newry and Armagh - - - - -	6	14	27	47
Newry, Warrenpoint, and Rostrevor - - - - -	126	71	—	197
Waterford and Central Ireland - - - - -	66	498	—	564†
Waterford and Limerick - - - - - (Including leased and worked lines, for names of which see p. 70.)	148	589	—	737
Waterford and Tramore - - - - -	547	—	—	547
Waterford, New Ross, and Wexford Junction§ - - - - -	—	—	—	—
West Cork - - - - -	14	—	36	50
TOTAL IRELAND for Companies making Returns - - - - -	22,193	21,416	264	43,873
Add Total Receipts for Periodical Tickets of all Classes, for Companies not making Returns - - - - -	—	—	—	157
TOTAL IRELAND - - - - -	—	—	—	44,030

\* For the year ended 31st October 1876.

† For the year ended 31st January 1877.

‡ Received for 7 first class and 78 second class annual tickets.

§ See note p. 50.

APPENDIX B.—LENGTH of RAILWAY under CONSTRUCTION but not open  
for TRAFFIC on 31st December 1876.—ENGLAND AND WALES.

Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.	Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.
	Miles.		Miles.
Aberdare.	—	Corris.	—
Abingdon.	—	Corwen and Bala.	—
Alcester.	—	Cowbridge.	—
Aylesbury and Buckingham.	—	Cowes and Newport (Isle of Wight).	—
Bala and Dolgelly.	—	Croesor and Portmadoc.	—
Bala and Festiniog.	—	Cromford and High Peak - - -	No return.
Banbury and Cheltenham Direct -	33	Culm Valley (Light) - - -	No information.
Barnoldswick.	—		
Bedford and Northampton.	—	Dare Valley.	—
Berks and Hants Extension.	—	Denbigh, Ruthin, and Corwen.	—
Birkenhead (vested jointly in Great- Western and London and North- Western).	—	Devon and Cornwall - - -	18 $\frac{9}{16}$
Birkenhead, Chester, and North Wales.	—	Devon and Somerset.	—
Birmingham and Lichfield Junction.	—	Didcot Newbury and Southampton Junction.	—
Bishop's Castle.	—	Dowlais (Including the Dowlais Ex- tension).	—
Bishop's Waltham - - -	No return.	Dudley and Oldbury Junction.	—
Bodmin and Wadebridge.	—		
Bodmin, Wadebridg, and Delabole.	—	East and West Junction.	—
Brading Harbour Improvements and Railway.	—	East Cornwall Mineral.	—
Brecon and Merthyr Tydfil Junction.	—	East Gloucestershire.	—
Brewood and Wolverhampton.	—	East Lincolnshire.	—
Bridport.	—	East London.	—
Bristol and North Somerset.	—	East Norfolk. - - -	4 $\frac{1}{8}$
Bristol and Portishead Pier and Rail- way.	No information.	Easton and Church Hope - - -	1 $\frac{1}{8}$
Bristol Port Railway and Pier.	—	Ely and Bury St. Edmunds (Light).	—
Bromley Direct.	—	Ely and Clydach Valleys - - -	2 $\frac{5}{8}$
Buckfastleigh, Totnes, and South Devon.	—	Ely and Newmarket.	—
Buckinghamshire.	—	Ely, Haddenham, and Sutton - -	8 $\frac{1}{2}$
Buckley.	—	Ely Valley.	—
Burry Port and Gwendreath Valley.	—	Evesham and Redditch.	—
Burry Port and North Western Junc- tion.	—	Evesham, Redditch, and Stratford-upon- Avon Junction.	7 $\frac{3}{4}$
Bury St. Edmunds and Thetford.	3 $\frac{3}{8}$	Exeter and Crediton.	—
		Exmouth Docks and Railway.	—
Calne.	—		
Cambrian.	—	Fal Valley.	—
Cannock Chase and Wolverhampton.	—	Fareham.	—
Carmarthen and Cardigan.	—	Faringdon.	—
Caterham and Godstone Valley.	—	Felixstowe Railway and Pier - - -	13 $\frac{1}{4}$
Central Wales and Carmarthen Junc- tion.	—	Festiniog.	—
Charnwood Forest.	—	Festiniog and Blaenau.	—
Cheshire Lines Committee - - -	15 $\frac{27}{40}$	Forcett.	—
Chester and Holyhead.	—	Forest of Dean Central.	—
Chichester and Midhurst - - -	11 $\frac{1}{4}$	Freshwater, Yarmouth, and Newport.	—
Cleator and Workington Junction.	—	Furness - - -	2 $\frac{5}{8}$
Cleveland Extension Mineral - - -	2		
Cockermouth, Keswick, and Penrith.	—	Garstang and Knot End.	—
Colchester, Stour Valley, Sudbury, and Halstead.	—	Golden Valley.	—
Coleford.	—	Gorsedda Junction and Portmadoc.	1 $\frac{5}{8}$
Coleford, Monmouth, Usk, and Ponty- pool.	—	Great Eastern - - -	17 $\frac{3}{80}$
Colne Valley and Halstead.	—	Great Marlow - - -	No information.
Cornwall.	—	Great Northern - - -	72 $\frac{1}{2}$
Cornwall Minerals.	—	See also Great Northern and London and North Western Joint Line.	
Cornwall Minerals and Bodmin and Wadebridge Junction.	—	Great Northern and London and North- Western Joint Line.	46
		Great North of England, Clarence, and Hartlepool Junction.	—



APPENDIX B.—LENGTH of RAILWAY under CONSTRUCTION but not open for TRAFFIC on 31st December 1876.—  
ENGLAND AND WALES—*cont.*

Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.	Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.
	Miles.		Miles.
Great Western - - -	17 $\frac{6}{80}$	Lymington.	—
See also Great Western and Taff- Vale Joint Line.		Lynn and Fakenham.	—
Great Western and Taff Vale Joint Line.	3 $\frac{7}{80}$	Macclesfield Committee.	—
Great Yarmouth and Stalham (Light).	—	Maenclochog.	—
Gwendraeth Valleys.	—	Malmesbury - - - -	61 $\frac{1}{2}$
Halesowen and Bromsgrove Branch Railways.	4	Manchester and Milford.	—
Hammersmith and City.	—	Manchester, Sheffield, and Lincolnshire.	—
Harborne.	—	Manchester, South Junction, and Alt- rincham.	—
Harrow and Rickmansworth.	—	Marlborough.	—
Hatfield and St. Albans.	—	Maryport and Carlisle.	—
Hayling Railways.	—	Mawddwy.	—
Hemel Hempstead and London and North-Western.	10 $\frac{41}{80}$	Mellis and Eye.	—
Henley-in-Arden and Great Western Junction.	—	Merionethshire.	—
Hereford, Hay, and Brecon.	—	Merrybent and Darlington.	—
Horncastle.	—	Mersey.	—
Hoylake and Birkenhead Railway and Tramway.	No information.	Methley Railway Joint Committee.	—
Hunstanton and West Norfolk.	—	Metropolitan.	—
Hylton, Southwick, and Monkwearmouth	No information.	Metropolitan and St. John's Wood.	—
Isle of Wight.	—	Metropolitan and South-Western Junc- tion.	—
Isle of Wight (Newport Junction) -	1 $\frac{7}{40}$	Metropolitan District - - -	3 $\frac{7}{80}$
Keighley and Worth Valley.	—	Metropolitan Inner Circle Completion and Eastern Extension.	—
Kendal and Windermere.	—	Mid Hants.	—
Kettering, Thrapstone, and Huntingdon	—	Mid Kent (Bromley to St. Mary's Cray).	—
Kingsbury and Harrow.	—	Midland - - - -	94 $\frac{7}{40}$
King's Lynn Docks and Railway.	—	(See also Midland and North- Eastern Committee.)	—
Kington and Eardisley.	—	Midland and Eastern.	—
Lancashire and Yorkshire - - -	47 $\frac{26}{80}$	Midland and North Eastern Committee (Swinton to Knottingley).	19 $\frac{3}{80}$
Lancashire Union - - -	No information.	Mid Wales.	—
Lancaster and Carlisle.	—	Milford.	—
Leeds, Roundhay Park, and Osmond- thorpe Junction.	—	Milford Haven Dock and Railway.	—
Leominster and Bromyard.	—	Minehead.	—
Leominster and Kington.	—	Mistley Thorpe and Walton.	—
Liskeard and Caradon.	—	Micheldean Road and Forest of Dean Junction.	4 $\frac{5}{8}$
Liskeard and Looe Union Railway and Canal.	—	Mold and Denbigh Junction.	—
Llanelly and Mynydd Mawr.	—	Monmouthshire Railway and Canal -	4 $\frac{7}{16}$
Llanelli Railway and Dock.	—	Much Wenlock and Severn Junction -	No information.
Llangollen and Corwen - - -	No information.	Muswell Hill Estate - - -	No information.
Llantrissant and Taff Vale Junction. -	1 $\frac{1}{16}$	Nantwich and Market Drayton.	—
Llynvi and Ogmore - - -	7 $\frac{1}{2}$	Neath and Brecon.	—
London and Aylesbury.	—	Nettlebridge Valley.	—
London and Blackwall.	—	Newent.	—
London and Greenwich.	—	Newquay and Cornwall Junction.	—
London and North-Western - - -	55 $\frac{3}{4}$	Northampton and Banbury Junction.	—
(See also Great Northern and London and North-Western Joint Line).		North and South-Western Junction.	—
London and South-Western - - -	15 $\frac{5}{8}$	North-Eastern - - - -	115 $\frac{3}{4}$
London, Brighton, and South Coast -	1 $\frac{1}{2}$	(See also Midland and North- Eastern Committee.)	—
London, Chatham, and Dover - - -	5 $\frac{5}{8}$	Northern and Eastern.	—
Londonderry (Seaham to Sunderland).	—	North London.	—
London, Essex, and Kent Coast Junction	—	North Staffordshire.	—
London, Tilbury, and Southend.	—	North Union.	—
Longton, Adderley Green, and Bucknall	No information.	North Wales (narrow gauge) - - -	91 $\frac{1}{2}$
Lostwithiel and Fowey - - -	51 $\frac{5}{8}$	Norwich and Spalding.	—
Louth and East Coast - - -	11 $\frac{7}{8}$	Nottingham and Grantham Railway and Canal.	—
Louth and Lincoln.	—	Oldham, Ashton - under - Lyne, and Guide Bridge Junction.	—
Lowestoft Railway and Harbour.	—		
Ludlow and Clee Hill.	—		

APPENDIX B.—LENGTH of RAILWAY under CONSTRUCTION but not open for TRAFFIC on 31st December 1876.—  
ENGLAND AND WALES—*cont.*

Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.	Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.
	Miles.		Miles.
Pembroke and Tenby.	—	Swindon and Highworth (Light).	—
Penarth Extension - - -	1 $\frac{1}{8}$	Swindon, Marlborough, and Andover.	—
Penarth Harbour, Dock, and Railway.	—	Taff Vale - - - - -	1 $\frac{1}{10}$
Peterborough, Wisbeach, and Sutton.	—	(See also Great Western and Taff	
Poole and Bournemouth.	—	Vale Joint Line.)	
Potteries, Shrewsbury, and North	—	Talylyn.†	—
Wales.	—	Tees Valley.	—
Preston and Wyre.	—	Teign Valley - - - -	7 $\frac{5}{8}$
Ramsey and Somersham Junction.	—	Temple Mineral.	—
Ravenglass and Eskdale - - -	$\frac{1}{2}$	Tenbury Railway.	—
Redruth and Chasewater - - -	No Return.	Tendring Hundred.	—
Rhondda Valley and Hirwain Junction	6	Tewkesbury and Malvern.	—
Rhymney.	—	Thetford and Watton.	—
Ross and Ledbury.	—	Tiverton and North Devon.	—
Ross and Monmouth.	—	Tivy Side.	—
Rowrah and Kelton Fell Mineral.	*—	Torbay and Brixham - - -	—
Royston and Hitchin.	—	Tottenham and Hampstead Junction.	—
Ruthin and Cerrig-y-Druidion.	—	Trent, Ancholme, and Grimsby.	—
Ryde and Newport.	—		
Saffron Walden.	—	Upwell, Outwell, and Wisbeach.	—
St. Austell and Pentewan.	—	Usk and Towy.	—
Salisbury and Dorset Junction.	—		
Salisbury and Yeovil.	—	Vale of Llangollen.	—
Salisbury Railway and Market House.	—	Vale of Towy.	—
Saundersfoot Railway and Harbour.	—	Van.	—
Scarborough and Whitby - - -	20 $\frac{3}{4}$ <sub>40</sub>	Victoria Station and Pimlico.	—
Scotswood, Newburn, and Wylam Rail- way and Dock.	—	Wainfleet and Firsby.	No information.
Seaton and Beer.	—	Watford and Rickmansworth.	—
Sevenoaks, Maidstone, and Tunbridge.	—	Watlington and Princes Risborough.	—
Severn and Wye Railway and Canal.†	—	Watton and Swaffham.	—
Severn Bridge - - - - -	5 $\frac{1}{2}$	Wednesfield and Wyrley Bank.	—
Severn Bridge and Forest of Dean	—	Wellington and Drayton.	—
Central.	—	Wellington and Severn Junction.	—
Sheffield and Midland Committee.	—	Wenlock - - - - -	No information.
Shrewsbury and Hereford.	—	West Cornwall Committee - - -	4 $\frac{1}{2}$
Shropshire Union Railways and Canal.	—	Westerham Valley.	—
Sidmouth.	—	West Lancashire , - - - -	16 $\frac{1}{10}$
Snailbeach District - - - -	3 $\frac{1}{4}$	West London.	—
Somerset and Dorset.	—	West London Extension.	—
South Devon - - - - -	No information.	West Riding and Grimsby Joint Com- mittee.	No information.
(See also West Cornwall Com- mittee.)		West Somerset.	—
South Eastern - - - - -	1 $\frac{1}{8}$	West Somerset Mineral.	—
South Kensington.	—	Weymouth and Portland.	—
South Wales Mineral.	—	Whitby, Redcar, and Middlesbrough Union.	16 $\frac{1}{2}$
Southwold.	—	Whitehaven, Cleator, and Egremont -	8 $\frac{3}{4}$
Spilsby and Firsby.	—	Whitland and Taff Vale.	—
Stafford and Uttoxeter.	—	Wigan Junction - - - -	11
Staines and West Drayton.	—	Witney.	—
Staines, Wokingham, and Woking.	—	Wivenhoe and Brightlingsea.	—
Stamford and Essendine.	—	Worcester and Aberystwith Junction.	—
Stocksbridge - - - - -	1 $\frac{7}{8}$	Worcester Bromyard and Leominster -	4 $\frac{1}{4}$
Stonehouse and Nailsworth.	—	Wrexham, Mold, and Connah's Quay.	—
Stonehouse Pool Improvement and Railway.	No information.	Wye Valley - - - - -	2 $\frac{1}{8}$ <sub>80</sub>
Stratford-upon-Avon.	—		

\* The railway is constructed and will be opened for Traffic on 1st January 1877.

† As at 30th September 1876.

**APPENDIX B.—LENGTH of RAILWAY under CONSTRUCTION but not open for TRAFFIC on 31st December 1876.—SCOTLAND.**

Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.	Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.
	Miles.		Miles.
Arbroath and Forfar.	—	Highland.	—
Ayr and Maybole.	—		
Blane Valley.	—	Kelvin Valley - - - -	11 $\frac{47}{80}$
Busby.	—	Kilmarnock and Troon.	—
Caledonian - - - -	10 $\frac{1}{10}$	Kilsyth.	—
Carlisle Joint Line - - - -	1 $\frac{25}{100}$	Lesmahagow.	—
Callander and Oban* - - -	12 $\frac{1}{2}$	Leven and East of Fife.	—
Carlisle and Silloth Bay Railway and Dock.	—	Leven Harbour, Dock, and Railway.	—
City of Glasgow Union.	—		
Dingwall and Skye.	—	Montrose and Bervie.	—
Duke of Sutherland's Railway.	—	Morayshire.	—
Dundee and Newtyle - - -	No information.		
Dunfermline and Queensferry - -	5 $\frac{1}{2}$	Newport.	—
Edinburgh and Bathgate.	—	North British* - - - -	10 $\frac{1}{2}$
Edinburgh, Loanhead, and Roslin -	2 $\frac{5}{8}$	North British, Arbroath, and Montrose	—
Findhorn.	—	North Monkland - - - -	8 $\frac{13}{16}$
Forth and Clyde Junction.	—		
Forth Bridge.	—	Port Carlisle, Dock, and Railway.	—
Girvan and Portpatrick Junction -	30 $\frac{53}{80}$	Port Patrick.	—
Glasgow and South-Western* - -	6 $\frac{3}{80}$	St. Andrews.*	—
Glasgow, Barrhead, and Neilston Direct	—	Solway Junction.	—
Glasgow, Bothwell, Hamilton, and Coatbridge.	15 $\frac{9}{20}$	Sutherland.	—
Glasgow, Garnkirk, and Coatbridge.	—	Sutherland and Caithness.	—
Great North of Scotland - - -	—		
Greenock and Wemyss Bay - - -	—	Whiteinch.	—
		Wigtownshire - - - -	4

\* On 31st January 1877.

**APPENDIX B.—LENGTH of RAILWAY under CONSTRUCTION but not open for TRAFFIC on 31st December 1876.—IRELAND.**

Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.	Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.
	Miles.		Miles.
Athenry and Ennis Junction.	—	Cork and Kinsale Junction.	—
Athenry and Tuam.	—	Cork and Macroom Direct.	—
Ballymena and Larne - - - -	31 $\frac{1}{2}$	Cork, Blackrock, and Passage.	—
Ballymena, Cushendall, and Redbay -	4		
Banbridge Junction.	—	Derry Central.	—
Banbridge, Lisburn, and Belfast.	—	Downpatrick, Dundrum, and Newcastle.	—
Belfast and County Down.	—	Dublin and Antrim Junction.	—
Belfast and Northern Counties.	—	Dublin and Kingstown.	—
Belfast Central.	—	Dublin and Meath.	—
Belfast, Holywood, and Bangor.	—	Dublin, Wicklow, and Wexford	—
Carrickfergus and Larne.	—	Dundalk, Newry, and Greenore.	—
Castleisland.*	—	Dungannon and Cookstown - - -	13 $\frac{1}{2}$
Central Ireland Railways Committee.	—		
Cork and Bandon.	—	Enniskillen and Bundoran Extension.	No information.
		Enniskillen, Bundoran, and Sligo.	—

\* On 31st October 1876.



APPENDIX B.—LENGTH of RAILWAY under CONSTRUCTION but not open for TRAFFIC on 31st December 1876.—  
IRELAND—*cont.*

Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.	Name of Company.	Length of Line under construction but not open for Traffic on 31st Dec. 1876.
	Miles.		Miles.
Fermoy and Lismore.	—	Navan and Kingscourt.	—
Finn Valley.	—	Newry and Armagh.	—
Galway, Oughterard, and Clifden.	—	Newry, Warrenpoint, and Rostrevor.	—
Great Northern of Ireland - -	$\frac{1}{2}$	Parsonstown and Portumna Bridge.	—
Great Northern and Western of Ire- land.	—	Rathkeale and Newcastle Junction.	—
Great Southern and Western of Ire- land.	$3\frac{3}{4}$	Sligo and Ballaghaderreen Junction.	—
Greencastle and Kilkeel Railway and Pier.	—	Sligo, Leitrim, and Northern Counties.	—
Hen Valley - - - -	$16\frac{1}{2}$	South Dublin Railway and Land Recla- mation.	—
Kilkenny Junction.	—	Southern - - - -	24
Kilrush and Kilkee and Poulmasherry Reclamation.	No information.	Waterford and Central Ireland.	—
Letterkenny - - - -	$17\frac{1}{2}$	Waterford and Limerick.	—
Limerick and Kerry.	—	Waterford and Tramore.	—
Londonderry and Enniskillen.	—	Waterford and Wexford - -	$9\frac{3}{4}$
Londonderry and Lough Swilly.*	—	Waterford, Dungarvan, and Lismore -	$42\frac{3\frac{7}{4}}{40}$
Midland Counties and Shannon Junc- tion.	$17\frac{3}{4}$	Waterford, New Ross, and Wexford Junction ( <i>see</i> p. 50.)	No information.
Midland Great Western of Ireland -	$10\frac{1}{4}$	West Cork.	—

\* As at 31st January 1877.

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For Her Majesty's Stationery Office.

205

## COPY OF CORRESPONDENCE

BETWEEN

THE BOARD OF TRADE AND THE RAILWAY COMPANIES  
ASSOCIATION,

AND

RETURNS from each of the several Railway Companies belonging to the  
Association, showing the steps taken by them for the APPLICATION of  
CONTINUOUS BRAKES in RAILWAY TRAINS.

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Presented to both Houses of Parliament by Command of Her Majesty.

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LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,  
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

[C.—1755.]

Price 4d.

1877.

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## CONTENTS.

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	Page
CORRESPONDENCE between the Board of Trade and the Railway Companies Association relative to Continuous Brakes in Railway Trains - - - - -	3
RETURNS from certain Railway Companies in reply to Questions asked by the Board of Trade Letter of the 21st April 1877 :—	
QUESTIONS - - - - -	9
RETURNS :—	
1. Caledonian - - - - -	9
2. Furness - - - - -	10
3. Glasgow and South-western - - - - -	10
4. Great Eastern - - - - -	10
5. Great Northern - - - - -	11
6. Great Western - - - - -	14
7. Highland - - - - -	14
8. Lancashire and Yorkshire - - - - -	15
9. London, Brighton, and South Coast - - - - -	15
10. London, Chatham, and Dover - - - - -	15
11. London and North-western - - - - -	16
12. London and South-western - - - - -	18
13. Manchester, Sheffield, and Lincolnshire - - - - -	18
14. Metropolitan - - - - -	18
15. Midland - - - - -	19
16. North British - - - - -	21
17. North-eastern - - - - -	22
18. North London - - - - -	27
19. North Staffordshire - - - - -	28
20. South-eastern - - - - -	28

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## CORRESPONDENCE, &c.

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SIR, Board of Trade (Railway Department), 25th July 1876.

WITH reference to the interviews between Mr. George Leeman and Sir Charles Adderley, on the subject of consultation on the part of the Board of Trade with representatives of the Railway Companies, in the case of special questions of difficulty or doubt which sometimes arise in connexion with the requirements of the Railway Inspecting Officers of the Board of Trade on the opening of new lines or branch railways, I am to suggest that Mr. Leeman should consider with the Association which he represents whether, when any such question of doubt or difficulty may arise, the Board of Trade might not ask him, as the Chairman of the Association, to name two or more persons whom he may judge well suited to assist the Board of Trade, and of high authority upon the special subject which forms the doubt or difficulty; and that these persons so nominated should meet such of their officers as the Board of Trade may appoint for the purpose, and discuss the point in question.

It is probable that the persons so named by the Association would be in each case a director of eminence, and, according to the merits of the case, an engineer, traffic manager, or working superintendent, &c., and that the Board of Trade would appoint one of their Secretaries or Assistant Secretaries and two or more of their Inspecting Officers.

It seems advisable that the results of any such discussion should be submitted to the President, to assist him in coming to a decision upon the point involved, and that the whole case, when settled, should be recorded at the Board of Trade and at the offices of the Association.

Such a course, it is suggested, would tend to produce satisfaction and agreement, by bringing into comparison the highest opinions of experts and officials, and thus build up certain recognised principles on disputed points, and so guarantee greater uniformity of practice.

George Leeman, Esq., M.P.,  
&c. &c.

I am, &c.,  
(Signed) T. H. FARRER.

---

### THE RAILWAY COMPANIES ASSOCIATION.

At a Meeting of the Association held on the 24th July 1876, the following Resolution was passed.

READ draft letter to the Chairman of the Association from the President of the Board of Trade, on the subject of occasional consultations between the Board of Trade and the representatives of Railway Companies.

RESOLVED that the Chairman and the Honourable Mr. Bruce communicate with Sir Charles Adderley the satisfaction of the Association with the proposed letter, and that when the same is sent it will be entered on the Minutes of the Association.

At a Meeting held on the 8th August 1876.

THE letter from the Board of Trade, dated the 25th July 1876, was read, and ordered to be entered on the Minutes of the Association, in pursuance of the Resolution passed on the 24th July.

---

SIR, Board of Trade (Railway Department), 13th January 1877.

THE Board of Trade proposed and the Railway Association agreed, in July last, that the Association should, in certain specific cases connected with railway working, in regard to which there might be difficulty or doubt, appoint two or more persons whom they might consider to be well suited and of high authority to meet and discuss such questions with officers to be appointed by the Board of Trade.

Having reference to this scheme, the Board of Trade direct me now to suggest to your Association that such a committee might, with great advantage, be appointed to consider the question of brake-power, as viewed by the light of recent experience.

The Board of Trade are aware that the proposal of July last had especial reference to cases in which they have specific statutory powers. But since the present case is one in which consultation and harmonious co-operation amongst the companies are requisite, and above all, since it is one in which the safety of the public is materially involved, it appears to this Board that the course which they have suggested might now with equal advantage be applied to the question of brake-power.

The general adoption of the most efficient form of brake-power is obviously important, both in the interest of the companies themselves and in that of the travelling public.

Great advance in the use of brakes has been made on the American and Continental railways; the experience derived from experiments made in this country is, by this time, considerable; and much loss of life and property (as shown in the case of recent accidents, and especially by Captain Tyler's Report, herewith enclosed, on the Arlesey accident,) has been occasioned from the want of more efficient brake-power.

The time has come for decisive and harmonious action; and if such action is to have all the advantages of which it is capable, it should be the result of combined consultation, so that each company and its officers may have the benefit of whatever information is to be derived from the experience of all.

The Board of Trade would willingly contribute to this object by offering to the companies the aid of some of their own officers to assist at such a consultation.

Should the Association concur in this proposition, the officers so appointed by the Board of Trade would meet the representatives of the Railway Companies in any convenient number that they might deem expedient.

H. Oakley, Esq., Great Northern Railway,  
King's Cross.

I am, &c.,  
(Signed) T. H. FARRER.

SIR, The Great Northern Railway, General Manager's Office,  
King's Cross Station, London, N., 16th January 1877.

I HAVE the honour to acknowledge the receipt of your letter of the 13th instant, on the subject of a suggested conference between the officers of the Board of Trade and the representatives of Railway Companies, with the view of securing combined and harmonious action on the important question of the provision of increased brake-power to passenger trains.

I will immediately submit the letter to Mr. Leeman, the chairman of our Association, and shall have the honour of communicating with you further.

T. H. Farrer, Esq.,  
Board of Trade (Railway Department),  
Whitehall.

I am, &c.,  
H. OAKLEY.

DEAR SIR, The Great Northern Railway, General Manager's Office,  
King's Cross Station, London, N., 21st February 1877.

YOUR letter of the 13th January, on the subject of brake-power, was brought before the first meeting of the Railway Companies Association to-day, and I am instructed to forward a copy of your letter to all the Railway Companies parties to the Association, and to convene a special meeting to consider the subject in a fortnight from this date.

After that meeting, I shall have pleasure in again communicating with you.

T. H. Farrer, Esq.,  
Railway Department, Board of Trade.

Yours, &c.,  
H. OAKLEY.



The Railway Companies Association Offices,  
28, Great George Street, Westminster,

April 18th, 1877.

SIR,

THE Railway Companies Association has had under their consideration Mr. Farrer's letter of the 13th January to Mr. Oakley, the honorary secretary of the Association, suggesting that a consultation between the officers of Railway Companies and those of the Board of Trade should be held, with the view to secure, by combined action, the adoption of the most approved form of brake-power in trains.

My colleagues in the Association desire me, in the first place, to express their cordial appreciation of, and to thank you for, your considerate and practical suggestion, and to place before you, generally, the efforts the companies are making to attain the object suggested in Mr. Farrer's communication.

The principal railway companies are, and have been for some time past, engaged in testing, in daily practice, one or other of the most suitable forms of continuous brake. Such brakes are already largely applied to express and other trains in some of the principal through lines of the country, and are in actual and serviceable use daily.

In addition to this direct and practical trial, all the companies whose names are given hereunder, representing four-fifths, or about 12,000 miles, of the whole passenger mileage, are testing, in the common interest, and with the object of elucidating the action of continuous brakes under all conditions, one or more of the brakes given in the subjoined list.

The names of the companies, and the brakes under trial, are as follows :

Bristol and Exeter	}	
Caledonian		
Glasgow and South-western		
Great Eastern		
Great Northern		
Great Western		
Lancashire and Yorkshire		
London, Brighton, and South Coast		
London, Chatham, and Dover		
London and North-western		
London and South-western		
Manchester, Sheffield, and Lincolnshire		
Metropolitan		
Metropolitan District		
Midland		
North British		
North-eastern		
North London		
North Staffordshire		
South Devon		
South-eastern		
Trent, Ancholme, and Grimsby		
West Riding and Grimsby		
		Clarke and Webb.
		Westinghouse.
		Smith's Vacuum.
		Barker's Hydraulic.
		Newall and Fay.
		Steel and McInnes.
		Sanders.
		Heberlein.

As at present advised, it does not appear to the companies essential that one form of brake should be universally adopted, but with the view to secure a general interchange of practical knowledge on the subject, the experience gained by the companies is freely communicated to each other from time to time.

Many of the systems afford sufficient arresting power, but reliable conclusions relative to the endurance of the machinery, the facility of application, and certainty of action, can only be formed after further trials and continuous use in daily practice.

The directors of the associated companies beg me, therefore, respectfully to assure you that they are fully impressed with the public importance of the subject on which you have communicated with them, and they propose to continue their efforts to obtain and apply the most effective forms of controlling power that will sufficiently meet the varied needs of the railway traffic of the country.

I have, &c.,

The Right Honourable

Sir O. B. Adderley, M.P., K.C.M.G.,

President of the Board of Trade.

GEO. LEEMAN,

Chairman.

SIR,

Board of Trade (Railway Department), 21st April 1877.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 18th instant, respecting the use of brake-power.

The Board of Trade are glad to learn from your letter that steps are being taken by the railway companies to improve brake-power, and to test the merits of the various forms of brakes. But they are at the same time of opinion that your letter does not give such information on the subject as the Board of Trade desire to learn, or as would be thought satisfactory if presented to Parliament. It is general in its terms, and fails entirely to show what experiments have been or are being made, what the results of those experiments have been, what further experiments are contemplated, and what progress has been made in the actual adoption of improved brakes. Above all, it fails to show what part each separate company has taken in these experiments and improvements.

Looking to the Report of the Royal Commission on Railway Accidents, and to the experiments conducted by them, it seems desirable that the information contained in the annexed statement should be published, for the purpose of showing that the railway companies have realised the urgency that exists for efficient and united action in this matter. They would, therefore, be glad to know, at your earliest convenience, whether your Association is able to furnish them with the desired information.

It is scarcely necessary to repeat, as was stated to your deputation on the 18th instant, that the evidence given to the Duke of Somerset's committee concerning the progress made by the railway companies in adopting the special improvements then under consideration, were regarded by that committee as sufficient reasons for not recommending compulsory legislation.

ndin

I am, &amp;c.,

(Signed) EDWARD STANHOPE.

George Leeman, Esq., M.P.,

Chairman of the Railway Companies Association,  
28, Great George Street, Westminster.

## MEMORANDUM.

Information to be obtained from each company separately :—

1. Whether any, and what, experiments have been tried with continuous brakes ?
2. With what description of brakes ?
3. Where and when ?
4. What are the results ?
  - a. As to efficiency in stopping trains, and especially whether the brakes can be applied instantaneously, and whether, in case of accident, they are self-acting ?
  - b. As to facility of putting on and taking off the brakes ?
  - c. As to their maintenance and durability ?
5. Are any further experiments contemplated, and, if so, whether any further reports may be expected, and when ?
6. What progress has been made in the actual fitting up of engines and carriages with continuous brakes, stating the number of engines and carriages separately ?
7. On what trains are any such brakes in use, specifying the description of trains and the description of brake ?
8. What steps have been taken, as stated in your letter, for making the experience of one company available by another ?

The Railway Companies Association Offices,  
28, Great George Street, Westminster,  
April 23rd, 1877.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 21st instant, in reply to mine of the 18th.

My letter to Sir Charles Adderley of the latter date was written with the view of showing that the companies named therein were fully alive to the desirability of improving their brake-power in trains.

They know, however, by experience in analagous improvements in railway appliances that a thoroughly efficient brake cannot be improvised at will, or without a series of costly and exhaustive trials and experiments. These have been diligently pursued by many of the companies.



We will endeavour to obtain details of these experiments from each company, but some little time must unavoidably elapse before the information can be obtained, and compiled for you.

No avoidable loss of time shall however occur.

The Honorable Edward Stanhope, M.P.,  
Board of Trade.

I am, &c.,  
GEORGE LEEMAN.

---

At a MEETING of the RAILWAY COMPANIES ASSOCIATION, held at No. 28, Great George Street, Westminster, on Tuesday, the 8th day of May 1877, Mr. LEEMAN, M.P., in the Chair.

The Chairman read a letter from The Right Honourable Sir C. B. Adderley, M.P., stating that he, and some of the officers of the Board of Trade, intended to inspect the continuous brakes in operation upon the Midland Railway.

Resolved, that the Chairman be requested to inform Sir Charles Adderley that all the companies represented in the Association will be happy to give him any opportunity he may desire of inspecting the continuous brakes in operation, or under trial, on their respective systems.

H. OAKLEY, Hon. Secy.

---

Board of Trade (Railway Department),  
15th May 1877.

SIR,

I AM directed by the Board of Trade to acknowledge the receipt of, and to request that you will express their thanks for, a copy of a resolution passed at a meeting of the Railway Companies Association, stating that all the companies represented in the Association will be happy to give Sir C. Adderley any opportunity he may desire of inspecting the continuous brakes in operation or under trial on their respective systems.

H. Oakley, Esq.,  
Railway Companies Association,  
28, Great George Street, S.W.

I am, &c.,  
(Signed) HENRY G. CALCRAFT.

---

Board of Trade (Railway Department),  
15th May 1877.

SIR,

I AM directed by the Board of Trade to transmit the accompanying copy of a notice of motion given by the Duke of Somerset in the House of Lords for a return showing the progress made in the adoption of additional brake-power by the railway companies of the United Kingdom, and to request that you will call the attention of the Railway Association to the same.

I am at the same time to point out that it is most essential that the Board of Trade should be in a position to lay the required information before Parliament with the least possible delay.

H. Oakley, Esq.,  
Railway Companies Association,  
28, Great George Street, S.W.

I am, &c.,  
(Signed) HENRY G. CALCRAFT.

---

The Great Northern Railway, General Manager's Office,  
King's Cross Station, London, 18th May 1877.

SIR,

IN acknowledging the receipt of your letter of the 15th inst., transmitting the copy of notice of motion given by the Duke of Somerset in the House of Lords, I have much pleasure in sending you herewith, a return showing the steps taken by each of the several railway companies parties to the Association, and whose names, for convenience, I have given annexed, relative to the application of continuous brakes in trains.

This information has been obtained from each of the companies, with a view to furnish the information asked for by your letter of the 21st April last. I have not attempted any compilation of the information furnished, as each company has adopted



its own course with a view to obtain information for itself, and the advantages of this course are, I think, fully evidenced by the variety of experiments, and the different class of brakes tried by the several companies.

If on examination of the papers you think them deficient on any point, and will let me know, I shall be happy to obtain such further particulars as you may require.

H. G. Calcraft, Esq.,

Board of Trade, Whitehall, S.W.

I have, &c.,  
H. OAKLEY.

---

LIST of RAILWAY COMPANIES constituting the RAILWAY COMPANIES ASSOCIATION.

1. Caledonian.
2. Furness.
3. Glasgow and South-western.
4. Great Eastern.
5. Great Northern.
6. Great Western.
7. Highland.
8. Lancashire and Yorkshire.
9. London, Brighton, and South Coast.
10. London, Chatham, and Dover.
11. London and North-western.
12. London and South-western.
13. Manchester, Sheffield, and Lincolnshire.
14. Metropolitan.
15. Midland.
16. North British.
17. North-eastern.
18. North London.
19. North Staffordshire.
20. South-eastern.

SIR,

Board of Trade (Railway Department), 19th May 1877.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 18th instant, enclosing, in accordance with the request contained in the letter from this Department of the 21st ultimo, a return showing the steps taken by each of the several Railway Companies parties to the Association relative to the application of continuous breaks in railway trains.

In thanking the Railway Companies Association for the trouble they have taken in obtaining this information, I am at the same time to state to you, for their information, that the Board of Trade will lay the same before Parliament as soon as possible.

I am, &c.,  
H. Oakley, Esq., (Signed) HENRY G. CALCRAFT.

Great Northern Railway,  
King's Cross Station, N.

---

## QUESTIONS.

1. Whether any and what experiments have been tried with continuous brakes?
  2. With what description of brakes?
  3. Where and when?
  4. What are the results?
    - a.* As to efficiency in stopping trains, and especially whether the brakes can be applied instantaneously, and whether in case of accident they are self-acting.
    - b.* As to facility of putting on and taking off the brakes.
    - c.* As to their maintenance and durability.
  5. Are any further experiments contemplated, and if so, whether any further reports may be expected, and when?
  6. What progress has been made in the actual fitting up of engines and carriages with continuous brakes, stating the number of engines and carriages separately?
  7. On what trains are any such brakes in use, specifying the description of trains and the description of brake?
  8. What steps have been taken, as stated in your letter, for making the experience of one company available by another?
- 

## RAILWAY COMPANIES ASSOCIATION.

RETURNS showing the steps taken by the several Companies composing the Association relative to the application of CONTINUOUS BRAKES in TRAINS, in reply to the Board of Trade letter of the 21st April 1877.

---

### CALEDONIAN RAILWAY BRAKE POWER.

1. Yes, on passenger trains with the Westinghouse, the Steel-McInnes, and the Clark and Webb's brakes.
  2. With Westinghouse ordinary, Steel-McInnes' automatic, and Clark and Webb's chain brake.
  3. Westinghouse on the Wemyss Bay Line during the last six years; Steel-McInnes' on the Edinburgh and Glasgow Line during the last two years; and Clark and Webb's on the passenger trains between England and Scotland, by the Caledonian and London and North-western Railways (known as the West Coast Route), during the last year.
  - 4 (*a.*) The brakes are efficient in stopping the trains, and can be applied instantaneously. The Steel-McInnes is the only one which is self-acting.
  - 4 (*b.*) The putting on and taking off of the brakes is done with facility.
  - 4 (*c.*) The maintenance of the brakes as yet has not been very costly, and the machinery has continued in good order, with the exception of the brake blocks.
  5. Yes, we are fitting up two trains of the Westinghouse automatic brake, and we propose to fit up a train with Clark and Webb's automatic chain brake, and to test them carefully in daily use, till we can speak confidently as to their merits.
  6. Two engines and 20 carriages have been fitted with the Westinghouse ordinary brake; two engines and 13 carriages have been fitted with the Steel-McInnes' brake; and 11 carriages have had the chain connexion for Clark and Webb's brake applied to them; 108 West Coast Joint carriages have been fitted with Clark and Webb's brake complete, and six carriages have been fitted with the chain connexion only.
  7. They are in use on passenger trains as follows, viz., Westinghouse on the Wemyss Bay Line; Steel-McInnes' on the Edinburgh and Glasgow Line; Clark and Webb on the through trains between England and Scotland by West Coast Route (London and North-western and Caledonian).
  8. By making inquiry personally, by letter, and the reading of public records of experiments made by various companies from time to time.
-

## THE FURNESS RAILWAYS.

Barrow-in-Furness, Lancashire,  
April 28th, 1877.

DEAR SIR,

IN reply to your letter of the 23rd instant, I beg to inform you that the Furness Railway Company has not yet adopted any kind of continuous brake. My directors are, however, quite alive to the importance of having such brakes attached to their trains, and they have been making inquiries as to the result of experiments made by the larger Railway Companies with whose lines the Furness Railway connects, and my directors will be prepared to adopt the brake which may finally be decided upon as the best by the London and North Western or the Midland Company.

H. Oakley, Esq.,  
General Manager,  
Great Northern Railway,  
King's Cross Station, London.

I am, &c.  
(Signed) for H. Cook,  
C. M.

## GLASGOW AND SOUTH-WESTERN RAILWAY.

1. Continuous brakes have been in use on the express trains to the south on this line since August last.
2. The Westinghouse continuous automatic air brake.
3. Between Glasgow and Carlisle, since August last.
- 4 (a.) This brake is efficient in stopping trains. Can be applied instantaneously from engine or brake-vans. Is self-acting until such time as the compressed air is exhausted from the magazine under each vehicle.
- 4 (b.) Easily put on and taken off.
- 4 (c.) The brake has not been in use on this railway sufficiently long to enable us to answer this question.
5. No, beyond ordinary working.
6. Twenty engines fitted, and two engines and 20 carriages are being fitted.
7. See answers to Nos. 1 and 2.

## GREAT EASTERN RAILWAY.

Stratford Works, April 30th, 1877.

ANSWERS to QUESTIONS given by the Railway Department of the Board of Trade,  
30th April 1877.

1. The Great Eastern Railway have not run special experimental trips with brake trains, and the knowledge we have concerning the efficiency of the particular brake used has been simply that gained by us in actual practice.
2. The brakes we have in use are—Smith's vacuum, Barker's hydraulic, Clark's chain, also Wilkin and Clark's, and Fay's hand brake.
3. The above are in daily operation.
- 4 (a.) We have found Barker's brake the quickest in stopping.  
We find practically we can stop in about two platform lengths, at the usual working speed, with Smith's.  
Barker's brake can be applied instantaneously, as the power is always accumulated. Smith's requires a vacuum to be formed, which takes a trifle longer than Barker's to bring the brake into full operation.
- In case of accident, none of the arrangements we have in use are self-acting, though we are now fitting an arrangement to Smith's brake which will be automatic in case of break-away.
- 4 (b.) The application of Barker's brake requires only pulling forward a handle, which is returned to its original place to take the brakes off, and is operated easily with one hand.



Smith's requires even less trouble than this, though in this brake there are two handles, one to put steam on and the other to destroy the vacuum.

Clark's requires a little trouble, as the friction pullies have to be pressed tight against each other to prevent slipping.

With Fay's the brake is screwed on all along the train from one hand wheel, and requires more exertion than any of the others we use.

4 (c.) We find Smith's brake cheapest for maintenance, Clark's comes next, and Barker's most expensive.

As we have Fay's brake in only one section on three carriages, we have not had sufficient experience to justify our saying much about it, but we may mention that it has given no trouble since it has been running.

5. We are simply continuing to use the above, with any improvement we see our way to make, until more information and experience has been acquired.

6. There are now in daily running, fitted with—

Smith's brake.—Carriages, 75. Engines, 11.						
Clark's	"	"	27.	"	Nil.	
Barker's	"	"	49.	"	"	
Fay's	"	"	3.	"	"	
				No. of Trains.	Vehicles per Train.	Total No. of Vehicles.
7. Walthamstow Branch, vacuum	-	-	-	4	13	52
Enfield Branch, hydraulic	-	-	-	4	10	40
" " chain	-	-	-	1	9	9
" " "	-	-	-	2	4	8
" " "	-	-	-	1	6	6
Loughton Branch	-	-	-	2	4	8
" " "	-	-	-	1	2	2
St. Pancras Branch, Fay's	-	-	-	1	3	3
4.45 p.m., Liverpool Street to Ipswich, express	-	-	-	1	10	10
8.20 a.m., Ipswich to Liverpool Street	-	-	-	1	13	13
5.10 p.m., London to Norwich, express	-	-	-	1	13	13
7.30 a.m., Norwich to London	-	-	-	1	13	13
5.10 p.m., Norwich express, Bishop Stortford, slip	-	-	-	—	3	3
carriages, chain	-	-	-	—	3	3
Total				-	-	154
Passenger tank engines				-	5	
" tender "				-	6	
Total fitted with vacuum brake				-	11	

8. We have given every facility for the inspection of our brakes, and have availed ourselves from time to time of the opportunities of inspecting those of other companies.

#### GREAT NORTHERN RAILWAY.

ANSWERS to QUESTIONS in Mr. Stanhope's letter to George Leeman, Esq., M.P.,  
Chairman of the Railway Association.

1. Many experiments have been made, and several trains have been running for many months; one on the Metropolitan and Suburban service for about two years.

2. With Smith's vacuum brake chiefly; one train has been fitted with Clarke's brake.

3. At Doncaster, and at dates given in list of trials appended to No. 4.

4 (a.) The vacuum brake has been giving great satisfaction in practice. The efficiency in stopping trains admits of no doubt, as will be gathered from the list of experiments given below. The brakes can be instantaneously applied, without shock to the passengers, and can be made self-acting in cases of accident.

4 (b.) The brake is put on by an engine-driver by opening a steam tap. It can also be put on by the guards, or any passenger in the train, if thought necessary. The brake can be taken off in two or three seconds, and never fails to come off.

4 (c.) So far as present experience goes, the brake will be very easily maintained. None of the sacks have failed from tear and wear, and the pipes and couplings being perfectly free from pressure, except when the brakes are put on, the durability of them is certain.

5. Constant experiments are being made, and the adaptation of the principle to engines and carriages is progressing steadily, and the result of such progress can be given at any future time.

6. This Company have already in operation 50 engines fitted with the vacuum brake, and 168 carriages, and 10 more engines will be fitted shortly, and the carriages as fast as the materials can be got. Also 12 carriages have been fitted with the chain brake.

7. Smith's vacuum brake is running daily on seven express trains in each direction, between London and Manchester and Yorkshire. The chain brake is running daily to Cambridge and back, and another section to Boston and back.

8. By frequent communication, and inquiries and replies, between the officers of the several companies.

## LIST of TRIALS made with SMITH'S VACUUM BRAKE on GREAT NORTHERN RAILWAY.

Description of Train.	Gradient.	Speed in Miles per Hour.	Distance run after application of Brakes.	Time in Seconds making Stop.	Total Weight, including Engine and Tender.	Date of Trial.	Where Trial took place.	REMARKS.
Thirteen carriages, two luggage vans, 7-ft. passenger engine uncoupled, and six-wheeled tender; brake applied to engine and tender.	1 in 198 1 " 1,100 1 " 400 1 " 1,100 1 " 198	56 40 50 45 60	Yards 356 153 257 271 346	21 17 16 23 23	Tons owt. qrs. 217 10 3	March 1876	Lincolnshire Loop, between Doncaster and Lincoln.	
Eight carriages, two luggage vans, 7-ft. single passenger engine and tender; brake applied to engine and tender.	Level Do. 1 in 400 Level 1 in 400 1 " 660	47 60 55 47 45 56	247 352 246 388 253 346	18 22 20 23 20	162 5 2	March 1876	Lincolnshire Loop, between Doncaster and Lincoln.	*Connecting pipes open at tail ends.
Eleven carriages, two luggage vans, 7-ft. single passenger engine and tender; brake ap- plied to engine and tender.	1 in 200 1 " 200 1 " 1,467 1 " 200 1 " 200	47 34 60 52 63	312 187 331 299 392	21 17 22 21 24	194 19 0	March 1876	Cambridge Branch.	
Ten carriages, two luggage vans, 7-ft. single passenger engine and tender; brakes applied to engine and tender.	Level 1 in 200 1 " 176 1 " 400	50 60 56 56	310 410 320 294	18 22 20 20	190 12 3	May 1876	Lincolnshire Loop, between Doncaster and Lincoln.	
Ten carriages, two luggage vans, 7-ft. single passenger engine and tender; brakes applied to engine and tender.	1 in 200 1 " 400 Level 1 in 400	60 62 53 54	412 381 311 339	24 27 22 22	165 5 3	March 1877	Lincolnshire Loop, between Doncaster and Lincoln.	
CLARK'S CHAIN BRAKE.								
Ten carriages, two luggage vans, 6-ft. 6-in. coupled engine and tender; brake applied to all wheels of train.	1 in 198 1 " 200 Level Do.	50 62 50 56	450 685 694 376	33 41 50 27½	185 8 2	March 1877	Main line be- tween Doncas- ter and Peter- borough.	Tender hand brake used with chain brake. Ditto Ditto *Vacuum brake applied to engine and tender in this stop.



## GREAT WESTERN RAILWAY.

1 and 2. Experiments have been tried, both by special trips and in ordinary working, with Clark's, Fay's, Newall's, Barker's hydraulic, and Smith's vacuum, and Grove's brakes, but it is not proposed to extend the use of any of these forms.

*Clarke's brake* was at one time applied to 24 broad gauge and 20 narrow gauge carriages satisfactorily.

*Fay's and Newall's brakes* were tried for some time on the West Midland section of the line.

*Barker's hydraulic brake* was tried on the Monmouthshire section.

*Smith's vacuum brake*, which is fitted to 10 engines and 63 passenger vehicles, for ordinary stops.

*Grove's brake* was fitted to three broad gauge carriages.

The answers to the following questions refer only to Sanders' vacuum brake, which this Company is at the present time using experimentally.

A lithograph of the brake is sent herewith.

3. *Sanders' brake* has been tried on the main line between Swindon and Didcot, and between Swindon and Taunton; the experimental train is still running between Swindon and Taunton.

4 (a.) This brake, *so far*, appears likely to work better than any of those we have tried. It can be applied instantaneously, and in case of accident is self-acting.

4 (b.) The engineman can put on and take off the brake by moving a handle, which requires only a light touch. The guard also can put on the brake in like manner, but the engineman only can take it off.

4 (c.) The brake appears, so far, to compare favourably with any we have hitherto tried in these respects.

5. Several other trains are being fitted up for further trial, in ordinary working, but we cannot yet fix a time when we shall be able fully to report upon the results.

6. See reply to question 5.

One engine and six carriages are at present working. 12 engines and 36 carriages are being fitted up with the brake, and it is expected that some of them will be at work this month. A steam brake, however, is in course of being applied to about six engines and tenders; the brake will block two pairs of the engine and all the tender wheels.

7. See previous answers.

8. The brakes in use on the London and North-western, Midland, Great Eastern, North-eastern, North British, and other railways have been examined on behalf of this Company, and information has been exchanged with the heads of the Rolling Stock Departments of these Companies. Some of the principal officers of this Company were present at the experiments at Newark.

## HIGHLAND RAILWAY.

The Highland Railway Company,  
General Manager and Secretary's Office,  
Inverness, 30th April 1877.

DEAR SIR,

I HAVE your circular, dated 23rd instant, on this subject, with accompanying correspondence.

In reply, I beg to state that we have had no experiments on this line with the recently introduced continuous brake, but have watched with interest the experiments on other lines with a view to future action, should we find it desirable. In 1863, we adopted for all our through passenger trains Newall's patent brake, and have had it in use on these trains ever since. It is not fitted to engines, but nearly all our carriages are furnished with it. As you are no doubt aware the power is applied by the guard simultaneously with the application of the van brake. We have found it act well, and in the working of heavy trains over our long gradients it has proved of good service. Besides this, all our engines (with few exceptions) are fitted with steam brakes, which are also found useful.

As the question of brake power is of great importance, we are most anxious to secure for use the most efficient invention, and will be glad to co-operate with other companies in their efforts to obtain this.

Henry Oakley, Esq.,  
Great Northern Railway, King's Cross,  
London.

I am, &c.,  
(Signed) AND. DOUGALL.

## LANCASHIRE AND YORKSHIRE RAILWAY.

1, 2, and 3. Yes, with both Fay's and Newall's system of continuous brake, one or other of which has been generally adopted throughout the Lancashire and Yorkshire system. These continuous brakes have been in use on our lines for more than 20 years, and all passenger trains are fitted with and are controlled by them.

4. See account of experiments at Newark, detailed in Appendix F. of the Report of the Royal Commission on Railway Accidents.

4 (a.) These brakes are, as shown in the above experiments, efficient, but having to be applied by the guards by hand, are not so rapid in action as brakes actuated by steam, air, or other power mechanically applied and worked. These brakes are not self-acting in case of accidents.

4 (b.) There is no difficulty in putting on or taking off these brakes.

4 (c.) No difficulties have been experienced as regards maintenance.

5. Yes, engines and carriages for one complete train are being fitted with Westinghouse's automatic brake. Engines and carriages for one complete train are also being fitted with Smith's vacuum brake. Reports will be made three months after completion.

6. Two engines and eight carriages, Westinghouse automatic. Two engines and eight carriages, Smith's vacuum. The latter may be expected to be ready in one month's time, and the former in about six weeks.

7. Will be on trains running between Bacup and Manchester.

8. The officers of this company are in frequent communication with the officers of other companies on this matter, and information is freely interchanged as to relative experience.

## LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

1. Yes, several experiments have been made.

2. *The Westinghouse, Barker's, and Edwards'.*

3. *Westinghouse*, on Company's main line between London and Brighton; *Barker's*, London and Victoria, viâ Crystal Palace; *Edwards'*, Hayward's Heath and Brighton.

4 (a.) *Westinghouse*, result satisfactory; *Barker*, result satisfactory; *Edwards'*, unsatisfactory.

4 (b.) *Westinghouse*.—In the hands of the driver with every facility for putting on and off.

*Barker*.—Worked by guard entirely, with equal facilities for putting on and off as *Westinghouse*.

*Edwards*.—Worked by guard entirely, the application of the brake both on and off is very slow.

4 (c.) The maintenance not being in our own hands, we are unable to express an opinion upon this point; as to durability, this we are also unable to express an opinion upon, which would be of any value, for the reason given above, viz. that the maintenance was not in our own hands.

5. No further experiments are contemplated at the present time.

6. No engines or carriages have been permanently fitted up with continuous brakes, but the engines are being fitted up with steam brakes of our own Locomotive Superintendent's (Mr. Stroudley), and which have been fitted to about 30 engines, and found to be very efficient.

7. No continuous brake in use at present.

8. None, since the experiments were made at Newark in the presence of the Royal Commission appointed on railway accidents.

## LONDON, CHATHAM, AND DOVER RAILWAY.

*Continuous Brakes.*

ANSWERS to QUESTIONS contained in Railway Companies Association Circular, of the 21st April 1877.

1. Experiments have been made on this line with continuous brakes.

2. *Westinghouse* original compressed air continuous brake, and the *Westinghouse* improved automatic.



3. On the main line in 1874, with the original Westinghouse.

4 (a.) The results were satisfactory as regards efficiency in stopping trains, as the brakes could be applied instantaneously, but they were not self-acting in case of accident.

4 (b.) No difficulty experienced in putting on and taking off brake.

4 (c.) The maintenance would be expensive; the durability not thoroughly ascertained, as the system had not been long enough in work.

5. No further experiments are contemplated at present. A future report can be given on the Westinghouse automatic continuous brake now in use.

6. Four engines and 20 coaches are fitted with the automatic continuous brake.

7. The Westinghouse automatic brake is in use on the main line boat express trains, running daily (morning and night) between London and Dover, and return.

8. I am not aware of any steps that have been taken for comparing the experience of one company with that of another.

#### LONDON AND NORTH-WESTERN RAILWAY.

1. In 1862 experiments were tried on this line with Fay's continuous hand-worked brake; the license to use Fay's brake was purchased on 10th July 1863, when the Irish mail trains and the royal train were so fitted. This brake was next fitted in 1872 on the Metropolitan District trains, and remained in use till the company had fully satisfied themselves that the "Clarke" brake could be improved, and made more efficient and reliable, when it was superseded by Clarke's brake, of which the company purchased the right to use on the 9th December 1870.

After these trains had been fitted some time, it was considered advisable by the company to extend the use of continuous brakes to passenger trains generally, and the Clarke brake was still further altered and improved by Mr. Webb, in order to adapt it to main line traffic, and from that time to the present, as then altered and improved, it has been applied to the stock. The only other experiments were those asked for the Royal Commission on Railway Accidents, when this company sent a train completely fitted up with the latest improvements up to that time to Newark, the result being shown in the tabulated statement accompanying their report.

2. With the "Fay," the "Westinghouse," the "Clark and Webb," and the "Heberlein."

3. Previous to the trials, at the request of the Royal Commission on Railway Accidents, at Newark, on various portions of the line in actual work. (*See answer 1.*)

4 (a.) With the Clarke and Webb brake very satisfactory we consider. As regards their efficiency in stopping trains, we believe they are the most reliable of any mechanical means at present in use. The brakes can be applied instantaneously by the driver pulling the trigger cord, or by the guard releasing the trigger in the van. In the case of a train separating, so as to snap or stretch the trigger cord, it will put on the brake on as many sections as there are on the train; and, in the case of the engine and tender separating from a train, it will also put on the brakes in the same way, the trigger cord being attached to the engine or tender. The accident through the failure of a draw-bar at Newark, during the trials, proved the former case; and on two occasions at least since the brake was practically put to work, they have been effective when the engines and tenders have broken loose from trains going at full speed.

4 (b.) The brakes can be put on with great facility, either by the guards or drivers, but they can only be taken off by the guards. This we consider an advantage, as it prevents the brakes being used when there is no cause for doing so. We do not allow these brakes to be used for ordinary stoppages, preferring to use for that purpose the powerful manual brake with which each brake van and tender or engine is fitted, reserving the continuous brake as an extra means of stopping in case of emergency; the continuous brakes are, however, tested in ordinary work at the first station after leaving a terminus, to see that they are in order. (Printed instructions as to the working appended hereto.)

4 (c.) The durability of these brakes surpasses, in our judgment, any other continuous power brake now in use, and there is no difficulty in maintaining them.

5. We consider that we are now beyond the stage of experiment, and do not expect to make any further reports or experiments; but we shall from time to time make such alterations or improvements as experience suggests. The remainder of our stock, which requires fitting, will be done as rapidly as possible. (*See answer 6.*)



6. The engines require no special fittings. The company gave orders for the whole of their carriage stock to be fitted on a uniform system, as rapidly as possible, consistent with maintaining the service, either with the brake itself or with attachments that would enable the carriage to be put in any portion of the train. At the present time, out of a total stock of 4,840 vehicles, 943 have been fitted with the brake apparatus, and 712 with the attachments to enable the vehicles to be worked in the sections fitted with the continuous brake. The work is now being proceeded with regularly, by fitting the brake to the remainder of the stock. With this system of brake, carriages not specially fitted for the continuous brake can, and are being worked in the trains *between* any of the sections, without any particular preparation, beyond the running of the trip cord over the top. All the brake vans are fitted with powerful hand brakes, entirely separate and distinct from and in addition to the continuous brake, to be used for the ordinary stoppages of the trains, except on the Metropolitan District, and other heavy branches and gradients where the very frequent stops require special means. We have fitted up the engines working the Metropolitan District service, and are now fitting up the engines for working our heavy branches, with power brakes known as "Webb's hydraulic," which, in a very simple way, utilizes the water under pressure in the boiler for the putting it on, and the steam for taking it off. At the present time, 36 engines are so fitted. (*See drawing.*)

7. For some time past portions of all our main line trains have been fitted with continuous breaks in sections, and nearly all our branch lines where the gradients are heavy, the principle we have adopted for the carriages being the Clarke and Webb. (*See drawing.*)

8. The result of our experience has been freely given when asked for, and the brakes we are using are open to the inspection of the officers of any railway company who choose to apply to see them.

#### MEMORANDUM for GUARDS as to use of the PATENT CONTINUOUS BRAKE.

Many of the carriages are fitted up with the patent continuous brake, and are being run on the fast main line trains. The guards in charge of the trains are instructed carefully to observe its working, and to report any special circumstances arising in connexion with its use.

1. The lever for working the patent brake is distinct from the van brake, and though applied from the van, it does not act upon the wheels of the van itself.

2. For ordinary stoppages at roadside or terminal stations the van brake alone is to be used, except as stated in paragraphs Nos. 4 and 5.

3. The patent brakes are not to be put on for such ordinary purposes, or for stopping a train entering a terminal station, but the guards must be on the alert, *and apply them at once should the driver give the brake whistle*, or in the event of the train running past or being likely to run past a danger signal, or over-shooting a platform, or running too fast into a terminus, or in any case when they deem it necessary to pull up the train more quickly than could be done by the van brakes.

4. In order to insure the patent brakes being kept in good order for use on emergencies, and to test their being so, they are always to be applied, instead of the ordinary van brake for stopping the train at the *first* station at which the train is timed to stop, say Willesden Junction on the down journey.

5. If at any station the continuity of the chain which connects the brake has been interfered with by the separation of the train into sections, or the attaching or detaching of vehicles, the guards are to apply the patent brake at the next station at which the train is timed to stop.

6. If on any application of the brakes they are found not to be in perfect working order, and the defect cannot immediately be remedied by the guards, they must at once apprise the driver of the fact for his guidance.

7. In every case of the application of the patent brake, except at the first stopping station, *the reason for using it is to be entered in the guard's journals.*

8. The guards are to understand that the application of the patent brake is not to supersede the use of the ordinary brake, but that whenever circumstances arise which render it necessary to apply the patent brake, the ordinary van brake is also to be put on.

At the following stations there are men specially appointed to look after the patent brake apparatus, and any defect occurring in working must be pointed out to them by the guards immediately on arrival at any of those places, in addition to reporting

the circumstance specially to the superintendent of the line:—Euston, Birmingham, Wolverhampton, Stafford, Crewe, London Road, Victoria, Liverpool, Holyhead, Carlisle.

Chief Traffic Manager's Office,  
Euston Station, December 1875.

(Signed) GEO. FINDLAY.

#### LONDON AND SOUTH-WESTERN RAILWAY.

1, 2, 3, and 4. The South-western Company have made no experiments with continuous brakes.

5. It is intended, as soon as practicable, to try experiments with a steam brake on the engine wheels, and Clarke's chain brake on some of the brake vans and carriages attached.

6. Fourteen engines have been fitted with steam brakes, and seven additional engines are now being so fitted. 12 other engines have been fitted with hand brakes. 110 brake vans have connected brakes, with additional carriages under Newall's patent; and 30 vans have connected brakes, with additional carriages under Clark's patent chain brake.

7. The brakes are in use upon several suburban and main line passenger trains.

8. We carefully study the experiments from time to time made and published, and other information obtained from other companies, and are waiting for additional experiments to be made by other companies and ourselves.

#### MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

General Manager's Office, Manchester,

DEAR SIR,

May 2nd, 1877.

WITH reference to your circular in regard to the subject of brake-power, and the consultations which have recently been held between the officers of the Board of Trade and delegates from the Railway Companies Association.

I submitted this matter to my board at their meeting on Friday last, and now enclose for your information copy of a resolution passed by them on the subject.

You will be aware, of course, that the vacuum brake has been fitted to four of the express trains running each way between Manchester and London.

In addition to this, I may tell you that we have applied it to several of the local trains running over our own line, and we are now extending it to others.

Henry Oakley, Esq.,  
London.

Yours, &c.,  
(Signed) R. G. UNDERDOWN.

EXTRACT from the MINUTES of a meeting of the Board of Directors, held at Manchester on the 27th day of April 1877, SIR EDWD. W. WATKIN, M.P., in the Chair.

Mr. Underdown reported the negotiations which had passed between the Board of Trade and the Railway Companies Association with reference to the question of brake-power, and it was resolved that the board, having adopted the vacuum brake, as on the whole the least objectionable, in their opinion, of the new brakes upon the continuous system, have nothing further to communicate, beyond their desire to place from time to time at the disposal of other companies, and of the Board of Trade, the results of their experience in extending the use of this brake.

They desire to remark, however, that having many years ago introduced continuous brakes, their experience at that time showed that new sources of danger were produced in practical operation, and they considered that on the balance of advantage it was necessary to remove, and the board did remove, such brakes.

#### METROPOLITAN RAILWAY.

1 and 2. This company has at various times tried the continuous brakes of Newall, Clarke's chain, and Smith's vacuum, with which latter all the trains are now working.

3. As early as 1865, and up to 1875.



4 (a.) With the brake adopted the brakes are applied, we may say, instantaneously. They are not self-acting.

4 (b.) They are put on by opening a steam cock, and released by opening a valve.

4 (c.) So far the cost has been very trifling for maintenance, the amount expended for repairs on 100 working carriages and 44 engines being only 20s. per week. Renewals have not yet been needed, except coupling hose; but no sign of renewals being required shows itself, although all have had nearly two years daily wear and tear.

5. No further experiments are contemplated, and, therefore, no further reports will be made.

6. All the stock of engines and carriages are fitted, viz., 44 engines and 180 carriages.

7. All trains—Smith's vacuum brake.

#### MIDLAND RAILWAY.

1, 2, and 3. The experiments with continuous brakes tried upon the Midland Railway have been as follows :

Date.	Brake.	Where tried.
April 1870 - -	Wilkin and Clarke's chain brake -	Birmingham and Gloucester Line, including Lickey, incline of 1 in 37.
March 1873 - -	Westinghouse air brake - -	Melbourne and Trent Line.
May 1873 - -	Ditto - -	Leeds and Bradford Line.
May 1873 - -	Ditto - -	London and Bedford Line.
April 1874 - -	Ditto - -	Ditto.
June 1875 - -	Ditto - -	Newark, under the direction of the Royal Commissioners on Railway Accidents; see their Report.
July 1875 - -	Westinghouse automatic brake -	Between Trent and Castle Donington.
September 1875 - -	Ditto - -	London and Bedford Line.
May 1873 - -	Westinghouse air brake - -	Between Derby and Bedford.
March 1875 - -	Clarke's hydraulic brake - -	Derby, Trent, and Castle Donington Line.
March 1877 - -	Smith's vacuum brake - -	Ditto.

In addition to the above experiments, the following trains have, for the periods shown, been run with continuous brakes on the ordinary passenger train service of the company :

Between what Points worked.	Average Number of Trains per Day.	Commenced to run.	Discontinued.	Description of Brake.	Sets of Carriages.
Leeds and Bradford - -	8	October 1869 -	November 1869	Wilkin & Clarke's	
Bedford and London - -	2	November 1869	December 1869	Do.	
Leicester and London - -	2	May 1870 -	July 1870 -	Do.	
Leeds and Bradford - -	6	March 27, 1873	Nov. 7, 1874 -	Westinghouse air	1
Bedford and St. Pancras - -	2	May 7, 1873 -	"	Do.	1
London and Manchester - -	2	March 15, 1874	Nov. 17, 1874 -	Do.	1
Bradford and London - -	2	Dec. 21, 187 -	April 30, 1876 -	Do.	1
Bradford and London - -	2	June 1, 1874 -	Nov. 7, 1874 -	Do.	1
Bedford and St. Pancras - -	2	January 26, 1875	July 15, 1875 -	Do.	1
London and Manchester - -	2	February 18, 1875	May 7, 1875 -	Do.	1
London, Manchester, and Liverpool - -	2	April 1, 1875 -	May 18, 1876 -	Do.	1
Leeds, Bradford, Skipton, and Colne - -	8	August 12, 1875	June 16, 1876 -	Do.	1
Bedford, London, and Northampton - -	2	July 16, 1875 -	June 3, 1876 -	Westinghouse automatic.	1
St. Alban's, Luton, and London	2	Dec. 14, 1875 -	Still at work -	Do.	1
Bedford, Northampton, and London - -	5	"	"	Do.	1
Luton and London - -	5	"	"	Do.	1
London and Carlisle - -	4	May 1, 1876 -	"	Do.	4
Leeds and Bradford - -	6	September 9, 1876	January 11, 1876	Barker's hydraulic	
Bedford and London - -	2	June 3, 1876 -	Still at work -	Do.	
Bedford and Northampton - -	4	Nov. 10, 1876 -	"	Do.	

Records of the above experiments and of the regular working of the above trains have been kept by the company, and can be supplied to the Board of Trade if desired.



4 (a.) The detailed result of each experiment can be shown as stated above, if desired. All the brakes tested with the exception of Wilkin and Clarke's chain brake operate instantaneously. The Westinghouse automatic brake and Smith's vacuum brake are self-acting in case of accident, the others are not.

4 (b.) There is no difficulty with any of the brakes in this respect.

4 (c.) The "Westinghouse" and "Barker's" continuous brakes have entailed expense in maintenance in proportion to the machinery employed. We have not yet had experience of maintenance with "Smith's" brake, having only just commenced to try it.

5. It is intended to continue working the trains fitted with continuous brakes, as stated above. In addition two trains have been fitted with Smith's vacuum brake, and will be worked with the ordinary traffic between London and Manchester. Careful records will be kept of the working of these trains.

6. The following stock has been fitted with continuous brake apparatus :—

	Engines.	Carriages.
Westinghouse - - -	57	166
Smith - - -	6	29
Barker - - -	2	26
Clarke and Webb's - -	2	24

Three engines have been fitted up with steam brakes.

Fourteen family carriages have been fitted up with pipes, so that they can run with trains fitted up with the Westinghouse brakes, and 82 additional vehicles are in course of being fitted with the Westinghouse automatic brake, or pipes, to work with it; and 32 with Smith's vacuum brake, or pipes to work with it.

Six engines, in addition to those already completed are now being fitted with Smith's vacuum apparatus.

7. Continuous brakes are now in use at the present time on the under-mentioned trains :—

Train.	From	To	Description of Brake.
10.30 a.m.	London	Carlisle	Westinghouse automatic acts instantaneously, and is self-acting in case of accident.
9.15 p.m.	"	"	
12.10 a.m.	Carlisle	London	
1.10 p.m.	"	"	
9.25 a.m.	St. Alban's	"	
6.30 p.m.	London	Luton	
8.5 p.m.	Luton	St. Alban's	
9.15 a.m.	St. Alban's	Bedford	
11.17 a.m.	Bedford	Northampton	
2.5 p.m.	Northampton	Bedford	
5.45 p.m.	Bedford	London	
9.35 p.m.	London	St. Alban's	
6.25 a.m.	St. Alban's	Luton	
7.30 a.m.	Luton	London	
10.35 a.m.	London	Luton	
4.0 p.m.	Luton	London	Barker's hydraulic acts instantaneously, but not self-acting in case of accident.
7.35 p.m.	London	St. Alban's	
2.57 p.m.	Normanton	Leeds	
4.20 p.m.	Leeds	Normanton	
7.45 a.m.	Bedford	London	
4.40 p.m.	London	Bedford	Smith's vacuum brake acts instantaneously, but at present is not worked as self-acting, although it can be in case of accident.
8.40 a.m.	Bedford	Northampton	
9.52 a.m.	Northampton	Bedford	
4.32 p.m.	Bedford	Northampton	
6.25 p.m.	Northampton	Bedford	
9.50 a.m.	Manchester	London	
3.15 p.m.	London	Manchester	

8. Representatives of other companies have been invited, and have been present at experiments, and requests made for company's experience of actual working have always been freely and fully responded to.



## THE NORTH-EASTERN RAILWAY COMPANY.

General Manager's Office,  
York, 28th April 1877.

*Continuous Brakes.*

ANSWERS to the questions of the BOARD OF TRADE contained in the communications addressed to GEORGE LEEMAN, Esq., M.P., by the Hon. EDWARD STANHOPE, M.P.

1. The North-eastern Company have made several experiments with continuous brakes.

2. Newall and Fay's, Westinghouse, Smith's vacuum, and the Heberlein brake.

3. Newall and Fay's brake has been working on several branch lines with heavy gradients for the last 15 years. The Westinghouse air brake was fitted to a train and was tried on the line between Newcastle and Berwick, in March 1874. This train was broken up and made into three trains, which have been working on several branch lines. One train was run between Newcastle and Consett and Durham, (gradients 1 in 60 and 1 in 66) from March 1874 up to the beginning of the present year, when the air brake was altered into the automatic brake.

Further experiments were made with this brake between Newcastle and Berwick, on March 22nd, 1876, and April 6th, 1876, when the results were as follows :—



# RESULTS OF EXPERIMENTS WITH WESTINGHOUSE AIR BRAKE ON THE NORTH-EASTERN RAILWAY.

Reference Number.	Weight of Engine.	Weight of Tender.	Weight of Carriages and Vans.	Total Weight of Train.	Number of Wheels fitted with Wooden Brake Blocks on one side only to which Brakes were applied during trial.	Number of Wheels fitted with Cast-iron Brake Blocks on one side only to which Brakes were applied during trial.	Total Number of Wheels in Train.	Total Number of Brake Blocks applied during trial.	Time occupied in running the distance, 880 yards, from point to point.	Corresponding speed in mile per hour.	Distance run after application of Brake.	Time occupied in bringing Train to rest.	Total work in foot tons performed by Brake.	Work in foot tons per second performed by Brake.	Reduced distance for 50 miles an hour.	Gradient on which train was brought to rest.	State of Rails.
1	Tons cwts. 35 3	Tons cwts. 24 17	Tons cwts. 169 16	Tons cwts. 229 16	22	64	86	86	Seconds. 40	45.	Feet. 1,269	Seconds. —	15,548	—	Feet. 1,566	Falling 1 in 264	Dry
2	35 3	24 17	169 16	229 16	22	64	86	86	33	54.5	1,671	36	22,839	634.4	1,406	1 in 150	"
3	35 3	24 17	169 16	229 16	22	64	86	86	38	47.5	1,161	24½	17,181	702.2	1,286	1 in 377	"
4	35 3	24 17	169 16	229 16	22	64	86	86	33	54.5	1,839	33	22,839	692.	1,547	1 in 190	"
5	39 8	26 4	185 10	251 2	22	64	86	86	37	48.75	1,278	27	19,803	733.47	1,344	1 in 320	"
6	39 8	26 4	185 10	251 2	22	64	86	86	34½	52.25	1,521	29	22,489	789.1	1,392	1 in 220	"
7	39 8	26 4	185 10	251 2	22	64	86	86	34½	52.25	1,500	28½	22,489	789.1	1,373	1 in 150	"
8	39 8	26 4	185 10	251 2	22	64	86	86	30	60.	1,665	30½	30,170	989.18	1,156	Level	"
9	39 8	26 4	185 10	251 2	22	64	86	86	33	54.5	1,380	26½	24,924	940.53	1,161	Level	"
10	39 8	26 4	185 10	251 2	22	64	86	86	33	54.13	1,680	31	24,196	780.52	1,440	Falling 1 in 170	"
11	39 8	26 4	185 10	251 2	22	64	86	86	36	50.	1,299	27½	20,333	761.21	1,299	1 in 471	"

Experiments were also made with the Westinghouse automatic brake over the same ground, on the 28th February 1877, with a train consisting of 13 four-wheeled carriages, two four-wheeled vans, with engine and tender, with the following results :—

RESULTS of EXPERIMENTS with WESTINGHOUSE AUTOMATIC BRAKE.

Number of Experiment.	Speed in Miles per Hour.	Distance run in Feet after Brake Application.	Number of Seconds in Stopping.	Remarks.
1	40	575	15 $\frac{1}{2}$	Level.
2	44	638	16 $\frac{3}{4}$	1 in 217 down.
3	51	820	19 $\frac{1}{2}$	1 „ 150 „
4	52	850	—	1 „ 377 „
5	36	432	14 $\frac{1}{4}$	1 „ 490 „
6	52	912	21 $\frac{3}{4}$	1 „ 4,500 „
7	48	880	20 $\frac{3}{4}$	1 „ 381 „
8	42 $\frac{1}{2}$	770	16 $\frac{1}{2}$	1 „ 170 „
9	35	450	13 $\frac{3}{4}$	1 „ 600 up, steam on.
10	40	640	17	Steam on.
11	41	625	17	Ditto.
12	48	775	18	Ditto.

A train consisting of six carriages and two vans was fitted up with Smith's vacuum brake, and experimental trials were made with it on the East and West Yorkshire line, between York and Starbeck.

After these experiments the train was broken up, and the carriages were put to ordinary work.

On the 24th May 1876, experimental trials were made with a train consisting of eight six-wheeled, and four four-wheeled vehicles, fitted with Smith's vacuum brake, between York and Starbeck.

The results were as follows :—

# RESULTS OF EXPERIMENTS WITH SMITH'S VACUUM BRAKE ON THE NORTH-EASTERN RAILWAY.

Reference Number.	Weight of Engine.	Weight of Tender.	Weight of Carriages and Brake-vans.	Total weight of Train.	Number of Wheels fitted with Wooden Brake Blocks on one side only, to which Brakes were applied during trial.	Number of Wheels fitted with Cast-iron Brake Blocks on one side only, to which Brakes were applied during trial.	Total Number of Wheels in Train.	Total Number of Brake Blocks applied during trial.	The proportions of Weight on Brake Blocks to gross Weight of Train.	Time in Seconds occupied in running the distance.	Corresponding speeds in Miles per Hour.	Distance run after application of Brake.	Time occupied in bringing the Train to rest.	Total work in Foot Tons performed by Brake.	Work in Foot Tons per second performed by Brake.	Reduced distance for 50 Miles per Hour.	Gradients on which the Train was brought to rest.	State of Rails.	REMARKS.
1	Tons cwt. 33 15	Tons cwt. 28 1	Tons cwt. 157 4	Tons cwt. 219 0	6	68	76	74	Tons cwt. 2 19	32	56.25	Yards. 434	Seconds. 25	23,143	926	Yards. 342.9	Falling 1 in 1,200	Dry	Sand used and fireman at tender brake.
2	33 15	28 1	157 4	219 0	6	68	76	74	2 19	35	51.42	343	24	19,358	806	324.3	Level	Wet	
3	33 15	28 1	157 4	219 0	6	68	76	74	2 19	48	37.5	247	19½	10,284	528	439.1	"	"	
4	33 15	28 1	157 4	219 0	6	68	76	74	2 19	34	53.0	347	22½	20,530	913	308.8	Falling 1 in 174	"	
5	33 15	28 1	157 4	219 0	6	68	76	74	2 19	42	42.85	281	17	13,425	789	382.6	Level	"	
6	33 15	28 1	157 4	219 0	6	68	76	74	2 19	39	46.15	251	18	15,579	865	294.6	"	"	
7	33 15	28 1	157 4	219 0	6	68	76	74	2 19	44	41.0	251	32	12,242	382	294.6	Falling 1 in 130	"	
No brakes on engine or tender used, those on the carriages applied with one pump in the leading van.																			



The *Heberlein Brake* was fitted to four carriages and two vans, on a train consisting of eight carriages and two vans, and was worked between Newcastle and Tynemouth for a considerable time.

4 (a.) *Newall and Fay's Brake* is effective in bringing ordinary trains up at stations, but cannot be considered an efficient brake in cases of emergency; neither is it well adapted for trains requiring to be broken up.

The *Heberlein Brake*.—This brake was found to be effective for the stopping of trains, but its working was not considered satisfactory as regards the sensations caused to passengers travelling in the train to which it was applied.

*Westinghouse Brake and Smith's Vacuum Brake*.—These brakes can be applied almost instantaneously.

4 (b.) No difficulty has been found in putting on or taking off the Westinghouse brake, or Smith's vacuum brake.

4 (c.) This question can only be answered after long experience in the working of brakes.

5. Yes, the North-eastern Company are fitting a train with the Westinghouse automatic brake, consisting of 13 carriages, 2 vans, and engine, with brake-blocks applied to both sides of the wheels under the vehicles. This train will be ready for trial in a fortnight from the present time.

The company are also fitting up a train with Smith's vacuum brake, with the latest improvements.

When further experiments have been made, the results can be reported.

6. *Westinghouse Brake* :—

Engines	-	-	3	Fitted with the automatic brake.
"	-	-	1	In hand.
"	-	-	3	Fitted for working the ordinary
			—	air brake train.
			7	
			—	
Carriages	-	-	30	Fitted with the automatic brake.
"	-	-	13	In hand.
			—	
			43	
			—	
Vans	-	-	6	Fitted with the automatic brake.
"	-	-	2	In hand.
			—	
			8	
			—	

*Smith's Vacuum Brake* :—

Engines	-	-	-	-	1	Fitted up.
"	-	-	-	-	1	In hand.
					—	
					2	
					—	
Carriages	-	-	-	-	6	In hand.
Vans	-	-	-	-	2	In hand.

*Newall and Fay's Brake* :—

Carriages	-	-	-	106	Fitted with the brake.
Vans	-	-	-	55	Do. do.

7. This question is answered by the replies to the previous questions.

It may be added that the North-eastern Company have at present the Westinghouse brake and Newall and Fay's brake at work. The trains to which the former brake is applied are working between Newcastle, Consett, and Durham, Newcastle and Carlisle, and Newcastle and Berwick.

The North-eastern Railway being an intermediate line on the through route between England and Scotland, the company, in dealing with the question of continuous brakes, have not been in a position to do much more than test by experiment the efficiency of certain of the brakes which have been most prominently brought under notice.

The North-eastern line joins the Midland Company's line at Normanton, the Great Northern line at York, the London and North-western line at Leeds, the Lancashire and Yorkshire line at Normanton, and the North British line at Berwick.

Many of the North-eastern fast trains consist partly of carriages belonging to the companies with whom they are in connection, whilst the through express trains between England and Scotland consist almost exclusively of stock belonging jointly to the Great Northern, North British, and North-eastern Companies. The Great Northern Company have fitted some of their trains with Smith's vacuum brake; the Midland and North British have to a certain extent applied the Westinghouse brake, some of the Lancashire and Yorkshire carriages are fitted with Newall and Fay's brake, whilst the London and North-western Company appear to be most in favour of a mechanical chain brake, and interchanging stock as the North-eastern Company do with these companies it has been impossible to fix upon a particular description of continuous brake for general adoption on the North-eastern system, having regard to the different mechanical arrangements of the brakes of the companies above named.

There being, however, no immediate prospect of the introduction of a uniform system of brake power, it has been arranged to apply Smith's vacuum brake to the principal through express trains between King's Cross and Edinboro', and the Westinghouse brake will be applied to some of the other express or fast trains which are not materially affected by the interchange of carriages with other companies, and thus those two systems will before long be tested more fully by actual daily working.

In addition to the foregoing, the North-eastern Company have applied brakes to the engines and tenders which are used on their lines with express trains, thus greatly increasing the control of the engine-driver over the trains.

8. The results of the experiments have generally been communicated to the locomotive engineer of the Great Northern and North British Railways.

The North-eastern Company was represented at the trials of the Westinghouse brake, and Smith's vacuum brake on the North British Railway in December and January last.

The company have also had the question of continuous brakes discussed with the locomotive engineer of the Great Western Company, and the subject has been one of frequent communication between the officers of the North-eastern and those of other companies.

#### NORTH LONDON RAILWAY.

1, 2, and 3. Experiments have been carried out by this company with continuous brakes for the last 25 years. The trials have included "Miles' steam brake," "Jackson's hydraulic," "Clark's connected brake," "Chambers' connected brake," "Fay's connected brake," "Clarke's chain brake," "Chaffin's electric brake," and finally "Clarke and Webb's improved chain brake." Of the above, Clarke's chain brake was found to be generally best suited to our purpose, and was fitted about 12 years ago to all our trains. After various experiments, however, it was decided in February 1874 to substitute "Clarke and Webb's" improved brake, and the trains have been in course of fitting up to the present time.

4 (a.) It has been found desirable in order to prevent undue strain on the carriage couplings to apply an improved brake to the engines, and our engines are now fitted with Webb's steam brake, whilst Clarke and Webb's improved chain brake is applied to the carriages, the front portion of the train being connected with the leading van, and the after portion with the rear van. Under ordinary circumstances the train is worked by the engine brake, and brakes attached to the rear van only, but the driver has the means of putting on the front brakes, so that he has at command a reserve power to be used if required. The brakes can be applied instantaneously, but are not self-acting.

4 (b.) As regards efficiency, a train of 90 tons weight and engine of 43 tons can, by applying all the brakes on the level and travelling at a speed of 25 miles an hour, be brought to a stand in its own length. If travelling 20 miles an hour the same result can be obtained by applying one set of the train brakes only, and so in proportion according to the speed and gradient. The brake is put on by simply bringing a friction wheel in contact with the wheel of the brake-van and comes off of itself on the contact being broken.



4 (c.) These brakes have been in use for the last three years and excepting for renewal of brake blocks, have cost nothing for repair. The number of stops up to the end of February was 1,785,696. The original cost of fitting for the steam brake is 40% per engine, including royalty, and for the improved chain brake 24% per van, and 12% per carriage.

5. The brake is found to answer so well for the purposes of this company, that no further experiments are in contemplation.

6 and 7. We have at present 23 trains running with the improved brake, the remainder having still Clarke's chain brake, for which the improved brake is in course of substitution.

8. The results obtained by this company in their experiments have been freely communicated to the other companies, and inspections have, at various times, been made by the officers of other companies interested.

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#### NORTH STAFFORDSHIRE RAILWAY.

1. Yes.
2. Clarke's.
3. Have had one in constant use since July 1875 on this company's loop line passenger train.
- 4 (a.) This brake can be applied instantaneously if required; is not self-acting.
- 4 (b.) Can be put on and taken off with great facility.
- 4 (c.) Maintenance and durability satisfactory.
5. No further experiments contemplated at present.
6. See No. 3.
7. See No. 3.
8. This company have not taken any special steps.

NOTE.—All this company's passenger trains, with the exception of the one in No. 3 answer, are fitted with highly efficient slide brakes after the manner of Fay's continuous brake, and answer well. This company's whole system is under 200 miles, and may be described as made up of a number of short or branch lines. The stopping places are very numerous, and near each other. The Clarke's brake in use is efficient and safe, if carefully applied, but we have had complaints and claims for personal injury where it has been too quickly taken off. Our experience is, that for the purposes of this company the slide brake (after the manner of Fay's continuous brake) kept in good order will, and in fact does, answer every purpose.

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#### SOUTH-EASTERN RAILWAY.

1. Experiments have been made with a continuous brake.
2. Smith's vacuum brake.
3. On the South-eastern Railway on 10th August 1874.
4. Result of trial shown on annexed statement. The maintenance and durability may be taken as favourable up to the present time.
5. It is not contemplated at present to make any further experiments.
6. Fourteen engines and tenders, and 73 carriages, have been fitted with the vacuum brake, and brake fittings are ordered for an addition of two engines and tenders, and 21 carriages; making, when fitted, a total of 16 engines and 94 carriages.
7. The vacuum brakes are fitted on the continental, tidal, and mail trains, and those ordered are for the Hastings express.
8. No steps have been taken by this company for making the experiments of one company available for another.



## EXPERIMENTS with SMITH'S VACUUM BRAKE on SOUTH-EASTERN RAILWAY.

August 10th, 1874.

TRAIN fitted with vacuum brake. Six large vehicles weighing about 55 tons, three small vehicles weighing about 13 tons, coupled engine weighing about 40 tons. Total weight of train 108 tons. Left the Low Level, London Bridge, at 1.34 p.m.

Where pulled up.	Time occupied.	In what distance pulled up.	Speed per Hour.	Remarks.
Orpington (distant-signal)	35 seconds	About 350 yards	40 miles	Heavy rainstorm. Sand used.
Dunton Green	28 "	250 "	60 "	Falling gradient.
Sevenoaks Tunnel	28 "	464 "	50 to 60 miles.	
Hildenboro'	33 "	464 "	—	From a signal given by brake-van.
Tunbridge (down distant-signal)	21½ "	290 "	50 miles.	
Paddock Wood	32 "	300 "	55 "	
Between Paddock Wood and Marden	25 "	—	40 "	Signal given from front brake-van.
Staplehurst	23 "	—	—	Nearly stopped. Brake released to get into station.
Headcorn	24 "	—	—	Ran well up to station, and came to a dead stop before reaching platform.
Pluckley	1½ minutes	—	—	As an ordinary train pulled up at platform, and had to ease brake off.
Ashford	—	—	—	Ran in as if intended to pass station, and pulled up suddenly before passing lower end of station.

## RETURN JOURNEY.

Pluckley	1 min. 15 sec.	—	—	Steam shut off before reaching distant-signal. stopped just outside station.
Headcorn	22 seconds	522 yards	—	Steam kept on same as if using vacuum brake.
Staplehurst	1 min. 55 sec.	—	—	Ordinary stop, and pulled up at the platform in the usual way.
Paddock Wood	—	—	50 miles	Signal at danger. Shut off steam 500 yards from distant, and stopped dead 200 yards from stop signal.
Tunbridge	27 seconds	—	55 "	Blinding snowstorm. Ran with steam on until could see signal; pulled up 200 yards from stop signal. Signal at danger.
Sevenoaks	—	—	—	Used vacuum brake, and pulled up well clear of platform.
Chislehurst	36 seconds	350 yards	65 to 70 miles	Steam kept on till within 30 yards of L. C. and D. overbridge. Falling ground.
Grove Park (distant-signal)	26 "	120 "	50 miles	Supposed to sight a train crossing the junction, although signals at clear; stopped at stop signals, and 100 yards before would foul crossing.
Parks Bridge Junction	30 "	—	—	
New Cross	27 "	—	—	Steam kept on until reaching stop signal; train pulled up at middle of platform.

LONDON:

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For Her Majesty's Stationery Office.  
[2644.—1750.—6/77.]

235

RAILWAY COMMISSIONERS  
(TOOMER *v.* LONDON, CHATHAM, AND DOVER RAILWAY).

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RETURN to an Order of the Honourable The House of Commons,  
dated 8 March 1877 :—*for*,

COPY “of CORRESPONDENCE respecting an ORDER made by the RAILWAY COMMISSIONERS in the Case of ‘TOOMER and the LONDON, CHATHAM, and DOVER RAILWAY’ to run a Service of LOCAL TRAINS into and out of the CHATHAM STATION of that RAILWAY.”

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Board of Trade, }  
1877. }

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— No. 1. —

(R. 1859.)

London, Chatham, and Dover Railway Company to Board of Trade.

Sir, Victoria Station, S.W., 27 February 1877.

As charged with primary responsibility of conducting the traffic upon this railway with due regard to the convenience and safety of the public, I feel compelled to forward to the Board of Trade the accompanying correspondence.

It speaks for itself, and shows that, in the opinion of the officers more immediately entrusted with the traffic arrangements, as well as in the opinion of the general managers and traffic superintendents of the Midland, Great Western, and Great Northern Railways, a recent order made upon this company by the Railway Commissioners is impracticable, or at all events cannot be carried into effect without involving the general body of passengers using the main line in the certainty of serious delay and inconvenience, and submitting them to considerably increased risk of danger from accidents.

The gentlemen whose letters are appended are certainly competent judges as to whether the Chatham Station is or is not fit to be used as a terminal station for the 16 additional local trains ordered by the Commissioners, and you will see that they all agree in the opinion that it is *not* fit, and that the consequences to the public which I have indicated above, will certainly follow any attempt so to use it.

After the order of the Commissioners was promulgated the difficulty of acting upon it was immediately seen by the officers of this company, and a respectful representation of these difficulties was made to the Commissioners, and evidence tendered to them in support of the *bona fides* of this representation, but the Commissioners declined to hear this evidence.

In order that the Commissioners might not be misled as to the issue raised, it was suggested to them that as the Board of Trade is the department specially entrusted with the power of inspection of railways, it would be a proper course to invite a Board of Trade officer to visit the Chatham Station and *report whether in its present condition it is or is not suitable for use as a terminal station for the 16 additional trains ordered*, due regard being had to the question of the general public convenience and safety. This proposal the Commissioners also declined to entertain.

Under these circumstances, I feel that I have no alternative but to address this communication to the Board of Trade, to call their special attention to the correspondence attached, and to request that they will direct an immediate inspection.



tion of Chatham Station in reference to its fitness for the purpose designated in the order of the Railway Commissioners.

I am, &c.  
(signed) *J. S. Forbes*, Chairman.

The Secretary,  
the Board of Trade (Railway Department), S.W.

Enclosures in No. 1.

CHATHAM STATION, &c.

London, Chatham, and Dover Railway,  
Chatham, 14 February 1877.

Dear Sir,

SINCE hearing the decision of the Railway Commissioners, on Friday last, in the case of "Toomer," &c., I have suffered great anxiety of mind with relation to the future working of this station, and my responsibility, and the more so as some 16 additional passenger trains are proposed to be run between this station and Strood, South Eastern.

Hitherto, even in the winter months, when cheap fast and excursion trains are not running, our station accommodation is scarcely adequate for our traffic, and it is with the greatest care, forethought, and attention, that we can manage to get through our work without greater delays than at present take place, and these bring me daily inquiries from our out-door superintendent, Mr. Hill, as to cause.

No movement of goods traffic in or out of our sidings can be made without blocking main lines; this service, therefore, has to be performed during the present short intervals between the running of our passenger trains, and to enable me to do this, I have almost daily to send our pilot engine away with 20 or 25 trucks to neighbouring stations, fetching them again to load or unload when opportunities serve. At night we are still more blocked, as two passenger trains sleep here, ready for our morning traffic; and for some time back we have been compelled to have coaches, &c., 14 to 26, as the case may be, standing on main lines, "up" or "down," as the running of through trains would admit, the coaches being cleaned also on main lines. Even spare carriages, horse-boxes, carriage trucks, &c., I cannot keep for our requirements, but have to telegraph when wanted, causing delays, useless mileage, and inconvenience to the public. Daily we have complaints from Rochester and Chatham tradesmen and others as to want of room here, teams of horses standing four, six, and eight hours for trucks to be moved for loading or unloading, and often returning home from a fruitless journey.

Our day local passenger trains have as a rule to be re-formed on the main line, and are often late in starting, up or down, through trains preventing the required service being performed in time. In fact our main lines are rarely unoccupied during the 24 hours.

Such being the case now, what will have to be done with the proposed train service hence to Strood, S. E., and back, when our summer cheap fast and excursions commence? I have been in charge of this station for nearly six years, and have repeatedly called attention to the want of station accommodation, have shown our states of block, and necessity for using the main lines as we have, but the fault still remains.

In my railway career I have not had slight difficulties to contend with; I have been in charge of important stations on the Great Northern line, Retford, Grantham, and Peterboro', all junctions, and no block system then, but the responsibility which will exist here should the proposed working be carried out will exceed all I have ever had to contend with; in fact, with all due deference to your position, and notwithstanding the promotions, &c., I have received, I consider it a duty I owe to our company, to the public, and myself, to state that I cannot be responsible for any delays, inconveniences, or accidents, which may occur from the running of the new service between Chatham and Strood, S. E., and I am earnest when I say it is a service that involves an amount of risk and danger to the company and the public which I cannot contemplate without considerable fear. I hope I have not presumed too far in so plainly expressing my feelings, and am,

Yours, &c.  
(signed) *Jas. H. Ingram*,  
Station Master, Chatham.

*J. S. Forbes*, Esq., Chairman,  
London, Chatham, and Dover Railway,  
Victoria.

CHATHAM STATION.—Additional Trains, Chatham and Strood—South Eastern.

London, Chatham, and Dover Railway,  
Superintendent's Office, 14 February 1877.

Dear Sir,

I THINK it my duty, as being responsible for the safe working of the line, to inform you that I consider the introduction of the above additional train service would throw great responsibility upon me, as well as upon the servants of the Chatham Station, and that

that the public safety would be imperilled by the attempt to carry on the service in question with the present accommodation, and for the following reasons:—

1. Chatham Station was never constructed for a terminal station, and the introduction of local trains would seriously complicate the work.
2. The main lines at Chatham are frequently occupied by the shunting of goods and other trains, there being insufficient siding accommodation.
3. The addition of 16 trains will increase and seriously disarrange the present service.
4. That the shunting is rendered more difficult from the fact of Chatham Station being between two tunnels.
5. That the station accommodation at Chatham is barely adequate for the purposes of the present traffic from the want of siding accommodation, and many delays are caused to passenger and goods trains through pressure occasioned by want of proper room.
6. It is obvious that with the constant occupation of the main lines with trains, and the shunting continually going on, the addition of 16 local trains daily using a station so peculiarly situated, and with such insufficient accommodation as a terminus, must introduce elements of danger to which I cannot shut my eyes, and against which, in the interests of the public as well as those of the company and myself, I desire to protest most emphatically.
7. In conclusion I may be permitted to say that Mr. Ingram, our station-master at Chatham, has pointed out to me the additional responsibility which would be thrown on his shoulders by the introduction of these 16 extra trains, and he tells me that it is as much as he can do to work the present traffic with safety to the public.
8. I feel confident that any person acquainted with the out-door traffic of a railway would bear me out in all the remarks I have thought it my duty to make to you.

I am, &c.  
(signed) *B. Smyth*, Superintendent,  
London, Chatham, and Dover Railway.

J. S. Forbes, Esq., Victoria Station.

#### CHATHAM STATION.

London, Chatham, and Dover Railway,  
Out-door Superintendent's Office, Victoria Station, Pimlico, S.W.,  
16 February 1877.

Dear Sir,

BEFORE the proposed service of trains between Strood and Chatham is commenced, I must point out to you the serious risk and inconvenience which, in my opinion, will arise from the introduction of these trains at the Chatham Station, which is totally unfit to receive this additional service.

Knowing well the condition of the Chatham Station, I have, in framing the Time Bill for many years, carefully avoided as far as possible the running of trains which finish their journey at, and start from, that station.

We are at present subject to very great inconvenience and delay in the through working of trains, and our through communications with other companies are interrupted, and the passengers booked through are seriously delayed by detentions which take place in the neighbourhood of Chatham in consequence of the blocked state of the yard.

The running of these extra trains will much increase these delays, and as all the shunting at Chatham must take place on the main lines and at the mouth of the tunnel, the risk of accident will be very much increased by the shunting of these additional 16 trains, particularly if, as sometimes occurs, a mistake should arise in the working of the block system between the signalmen on either side of Chatham Station.

Yours, &c.  
(signed) *Vincent W. Hill*,  
Out-door Superintendent.

J. S. Forbes, Esq., Victoria.

London, Chatham, and Dover Railway, Victoria Station, S.W.,  
14 February 1877.

Dear Sir,

THE Railway Commissioners have recently made an order under which, among other things, the Chatham and Dover Company are required to run a service of local trains, eight each way daily, between the Strood Station on the North Kent Line of the South Eastern Company, and the Chatham Station on their own railway.

In dealing with this order I feel myself placed in a position of some difficulty. The Chatham Station is peculiarly situated in a chalk cutting between two tunnels, and is already much too cramped for the convenient working of the existing traffic. It has not been in any way laid out, nor is it suitable for a terminal station, and cannot be made available for such a purpose without considerable alteration and extension.



On discussing with the officers of the traffic department of this company the arrangements necessary for giving effect to the order of the Commissioners, they have all insisted that it is impossible to do so in the present condition of the Chatham Station without seriously disarranging the general service of the main line, adding greatly to the difficulties and obstructions already experienced at Chatham, and involving the public in considerable risk of delay and accident.

These objections had, during the hearing of the case, been pressed upon me with such force and unanimity, that I had requested counsel to draw the especial attention of the Railway Commissioners to them. The order was, however, made, and with the view of carrying it out, I feel it incumbent upon me to take the opinion and advice of some gentlemen of position and experience in the railway world, and to request them to inspect the Chatham Station, and to say whether they consider the objections raised by our own officers are reasonable and well founded.

It would, therefore, be very agreeable and serviceable to me if you and your traffic superintendent would go to Chatham, examine the state of that station in reference to its fitness for existing business, and especially as to how far it would be practicable to carry on there the additional work involved in using it as a terminus for the local service ordered by the Railway Commissioners.

I am, &c.  
(signed) *J. S. Forbes*, Chairman.

*James Allport*, Esq.,  
General Manager, Midland Railway.  
*James Grierson*, Esq.,  
General Manager, Great Western Railway.  
*Henry Oakley*, Esq.,  
General Manager, Great Northern Railway.

Midland Railway, London,  
27 February 1877.

Dear Sir,

As requested, I have inspected the Chatham Station. Our Superintendent, Mr. Needham, has also examined it, and I enclose a copy of his report, in which I fully concur.

I am of opinion that without a considerable outlay, involving the purchase of additional land, the station cannot be used either conveniently or safely for both the through and the local trains. It evidently was not constructed for the double purpose; its accommodation is very limited, and being placed as it is between two tunnels, it will be difficult to enlarge.

The object sought to be obtained by the public, that is, the opportunity to travel between the South Eastern (Maidstone Branch) and the London, Chatham, and Dover (main line), can be very conveniently accomplished by the erection of exchange platforms at the point of junction of the branch connecting the two companies' lines at the Rochester Station, and at which passengers can most conveniently change from one to the other without danger.

I am, &c.  
(signed) *James Allport*,  
*J. S. Forbes*, Esq.,  
General Manager.  
London, Chatham, and Dover Railway.

Midland Railway, Office of Superintendent of the Line,  
Derby, 26 February 1877.

I HAVE carefully inspected the Chatham Station of the London, Chatham, and Dover Railway Company, and am of opinion that in the present condition of the station it is impossible to run the service of trains ordered by the Railway Commissioners between that station and Strood without seriously disarranging the general service of the main line, adding greatly to the difficulties and obstructions already experienced in dealing with the present traffic at Chatham, and involving consequently considerable delay and risk of accident.

The Chatham Station is not in any way suited for a terminal station, and all the operations in connection with the new train service, as loading and unloading the trains, running the engine round from one end of the train to the other, &c., would have to be performed on the main line.

I have also inspected the branch line running between the Rochester Station of the Chatham and Dover Company and the Strood Station of the South Eastern Company, and have had described to me the mode in which it is proposed to exchange passengers at the former station by means of a platform on the branch adjoining the platform of the Chatham and Dover Company, in such a position as to enable passengers to obtain access to either platform of the Rochester Station without crossing the line on the level, and the proposition to run a service of trains between such new platform and the Strood Station, and I am of opinion that this is the only reasonable way in which, under existing circumstances, the spirit of the requirements of the Railway Commissioners for the exchange of traffic



traffic between the Strood Station and the Chatham Station can be at once complied with, and if a similar state of things had arisen on the Midland Railway I should have recommended the adoption of a similar arrangement.

(signed) *E. M. Needham,*  
Superintendent of the Line.

Great Western Railway, General Manager's Office,  
Paddington Station, London, W.,  
26 February 1877.

My dear Sir,

I DULY received your letter of the 14th instant, enclosing copy of the judgment and of the order of the Railway Commissioners in the case of *Toomer v. the South Eastern and Chatham and Dover Companies*, and as you will be aware I have, as requested, visited with some of your officers the Chatham Station, and also examined the branch to the Strood Station.

In compliance with your request, I have to state that I do not consider that the existing accommodation in the Chatham Station is sufficient to accommodate eight additional trains in each direction, to be started from and run into the station.

I am not prepared to say that the additional trains might not be run without serious risk of accident, but I am of opinion that there is such an absence of proper accommodation in the station for the present requirements and for standing the engine and carriages of the new trains, and that so much shunting would be required, before and after each journey, that the trains could not be run safely without frequently inconveniencing the general working of the station and delaying the main line trains which, it appears to me, would be the only existing means by which any risk might be reduced to a minimum.

I am of opinion that to run into and start eight additional trains in each direction the station must be extended, either by removing the goods premises, the locomotive, or the permanent way sheds and lines, or by some other means enlarging the station accommodation.

I know nothing of the case, except from reading the Judgment and order, and from my inspection of the station; but with respect to that part of the order which required the South Eastern and your Company to commence running the trains on a few days' notice, I may observe that I am of opinion that if you and the South Eastern had laid the facts before the Commissioners on the hearing of the case, they would have readily seen that it would be impracticable to carry out the order in the time given.

Yours, &c.  
(signed) *J. Grierson,*  
General Manager.

J. S. Forbes, Esq., Victoria Station.

Great Western Railway,  
Office of Superintendent of the Line, Paddington Station,  
London, W., 25 February 1877.

Dear Sir,

REFERRING to your letter of the 14th instant: having visited the Chatham Station of the London, Chatham, and Dover Company with reference to the practicability of working a service of eight trains a day each way between that station and the Strood Station on the South Eastern Railway, I am of opinion that, from the cramped and insufficient accommodation at that station, such a service could not be worked without causing considerable delay to London, Chatham, and Dover trains, and consequently much inconvenience to the public.

In consequence of the position of the Chatham Station, situated between two tunnels, it is absolutely necessary that the lines should be blocked in each direction to the station in the rear, before they are allowed to be fouled; consequently, on the arrival of a train from Strood, the line must be kept blocked back to the station in the rear until it is shunted, and as there is no siding available on the down side to shunt it clear of the main line, the line must be kept blocked until it could be crossed over to the up side, and if any up train was signalled from the station in the rear this could not be done until the up train had passed.

The siding accommodation is also most limited on the up side, and during part of the time I was there there was no room to shunt a train in the siding on that side of the line, so that the Strood train would have to remain on one main line or the other, and be shunted backwards and forwards to allow the main line trains to pass, which would necessarily obstruct the traffic to a very considerable extent, making the main line trains so late that they must miss connecting trains, and cause a total disorganization of the service over the greater part of the London, Chatham, and Dover Railway.

The Chatham Station is so inadequate for the accommodation of the existing traffic, that I learnt from the station-master it not unfrequently happens that the sidings are quite full, and that they are unable to take in trucks for Chatham, and that these trucks are obliged to be sent to another station to wait until room can be made for them. I mention this to show what a very great derangement to the traffic it must cause, making

the Chatham Station a terminus for trains running to Strood. No doubt the Chatham Station can be enlarged, but this must be a work of [time, and, from its peculiar position, very costly.

I also visited the Strood Station on the South Eastern Railway. There is a line here on which these trains could stand, but the signalling arrangements are very defective, and not such as to ensure safety, and before the trains are run the station should be re-signalled. No Government Inspector would pass the present arrangements.

These trains running will also cause another delay to the London, Chatham, and Dover trains at the junction at Strood, as when they are using the junction the line must be blocked back to the station in the rear.

J. S. Forbes, Esq.

Yours, &c.  
(signed) G. N. Tyrrell,  
Superintendent of the Line.

Great Northern Railway,  
General Manager's Office, King's Cross Station, London,  
26 February 1877.

My dear Sir,

I DULY received your letter of the 14th on the subject of the Order of the Railway Commissioners, requiring you to run a service of *eight* local trains each way daily between your Chatham Station and the Strood Station on the North Kent Line.

I have deferred replying to your communication, in order to afford Mr. Cockshott and myself the opportunity of visiting the locality.

We have both done so, and have no hesitation in expressing a decided and emphatic opinion, that in its present condition the Chatham Station is *not* suitable for use as a terminal station for the local services to be established, and that it is, in fact, inadequate for the work now carried on there.

Its position, in a cutting between two tunnels, is so disadvantageous, that in our opinion extensive alterations will be necessary before the extra trains can be run.

These alterations may involve the removal of the engine shed and engineer's workshops on the east, and the whole of the goods premises on the west of the main lines.

Unless these, or similar improvements of the present arrangements be carried out, the additional work involved in using the station as a terminus for the local service ordered, cannot be performed with safety, or with convenience to the general conduct of the traffic of the line.

I feel further sure that if the opinion of one of the inspecting officers of the Board of Trade were also taken, he would undoubtedly concur in this view.

J. S. Forbes, Esq.,  
London, Chatham, and Dover Railway,  
Victoria Station, Pimlico.

Yours, &c.  
(signed) H. Oukley,  
General Manager.

— No. 2. —

(R. 1859.)

Board of Trade to London, Chatham, and Dover Railway Company.

Board of Trade,  
(Railway Department), London, S.W.,  
2 March 1877.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 27th ultimo, relative to an order recently made by the Railway Commissioners with regard to a daily local service of trains between the Strood Station of the North Kent Line of the South Eastern Railway Company and the Chatham Station of the London, Chatham, and Dover Railway Company, together with some printed correspondence on the subject, and requesting that the Board will direct an immediate inspection of Chatham Station in reference to its fitness for the purpose designated in the order of the Railway Commissioners.

In reply, I am to state that the Board of Trade, after due consideration of all the circumstances of the case as stated by you, do not feel themselves in a position to comply with your application.

The Board of Trade have no power to make any order in the matter, and the order made by the Commissioners appears to be entirely within the jurisdiction conferred on them by statute. It is to be assumed that in making these orders the Commissioners have not disregarded, and will not disregard, such an  
important



important element as the public safety, if properly brought before them by well-founded representations.

I am, &c.  
(signed) *Henry G. Calcraft.*

The Chairman,  
London Chatham and Dover, Railway Company.

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— No. 3. —

London Chatham and Dover Railway Company to Board of Trade.

Sir

Victoria Station, S.W., 7 March 1877.

I BEG to acknowledge the receipt of your letter of the 2nd instant in reply to the request made to the Board of Trade in my communication of the 27th February, that they would direct an immediate inspection of Chatham Station in reference to its fitness for the purpose designated in the order of the Railway Commissioners. I regret that the Board of Trade, after due consideration of all the circumstances of the case, as stated in my letter, should not feel themselves in a position to comply with that request. I was aware that the Board of Trade had no power to make any order in such a matter, but I was under the impression that in a case intimately affecting the safety and convenience of the public, it would have been competent in them to do, on the application of a railway company, what they have sometimes done on the request of individuals, viz., to inspect a station as to fitness of the conduct of traffic with due regard to the safety and convenience of the public.

I am not prepared to admit the suggestion made in your letter, that the order of the Railway Commissioners appears to be entirely within the jurisdiction conferred upon them by statute, as I am advised that it is very much open to question whether the Commissioners have not greatly exceeded any powers conferred upon them by statute. There is, however, unfortunately in the present state of the law, practically no appeal from the decision of the Commissioners, however onerous or impracticable they may appear to be.

I only advert to the matter in order that silence may not be assumed to give consent to the proposition.

No doubt the Board of Trade are thoroughly justified in "believing that the Commissioners in making their orders will not disregard such an important element as the public safety, if properly brought before them by well-founded representation." But I would point out to the Board of Trade the serious difficulty, and the great unfairness of the position in which those charged with the grave responsibility of conducting the complicated service of a great railway, may be placed when the Commissioners have made an order conflicting with both the safety and convenience of the public, and have declined to hear evidence in support of reasons why such an order should be varied; as has been done by the Railway Commissioners in the present instance.

For the information of the Board of Trade, I beg to send printed copies of further correspondence I have had with the Railway Commissioners on this subject.

I am, &c.  
(signed) *J. S. Forbes, Chairman.*

The Secretary,  
Board of Trade (Railway Department).

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Enclosures in No. 3.

London, Chatham, and Dover Railway,  
Victoria Station, S.W.,  
1 March 1877.

Sir,

I THINK it only courteous to the Railway Commissioners that I should send to you for their information a copy of a letter I have felt it to be my duty to address to the Board of Trade, in respect to the local service ordered by the Commissioners in the case of Toomer. I also send copies of letters from the officers of this company, as well as from the general managers and superintendents of the Midland, Great Northern, and Great Western Railways.

From these several letters the Commissioners will see that, in the opinion of some of



the most competent men in England, the service they have ordered the Chatham Company to perform cannot be carried on without seriously affecting the convenience of passengers using their main line, and submitting them to serious additional risk of danger.

J. H. Balfour Browne, Esq.,  
Registrar, Railway Commission, S.W.

I am, &c.  
(signed) J. S. Forbes,  
Chairman.

Railway Commission,  
West Front Committee Rooms, House of Lords,  
2 March 1877.

Sir,

I AM directed by the Railway Commissioners to acknowledge the receipt of your letter of the 1st instant, transmitting printed copy of a letter with enclosures, which you have addressed to the Board of Trade, on the subject of the duty of the London, Chatham and Dover Railway Company to convey through passengers by their railway to and from the Strood station of the South Eastern Railway Company.

J. S. Forbes, Esq., Chairman,  
London, Chatham, and Dover Railway.

I am, &c.  
(signed) J. H. Balfour Browne,  
Registrar.

Board of Trade (Railway Department),  
London, S.W., 1 March 1877.

Sir,

I AM directed by the Board of Trade to transmit to you the enclosed copy of Major General Hutchinson's report of his inspection of a new platform and cross-over road at Strood station, on the London, Chatham, and Dover Railway, and to request that you will inform them when the requirements contained in the report have been complied with, in order that a further inspection may then be made.

The Secretary of the  
London, Chatham, and Dover Railway Company.

I am, &c.  
(signed) Henry G. Calcraft.

Board of Trade, (Railway Department),  
13, Downing-street, London, S.W.,  
28 February 1877.

Sir,

I HAVE the honour to report for the information of the Board of Trade, that in compliance with the instructions contained in your minute of the 21st instant, I have inspected a new platform and cross-over road at Strood station on the London, Chatham, and Dover Railway.

This platform and cross-over road have been constructed on the short line connecting the London, Chatham, and Dover Railway with the South Eastern Railway to enable passenger traffic to be worked between the Strood stations of each company. By the proposed arrangement a short train consisting of a tank engine and only two carriages, is to run between the two stations eight times each way per diem.

The signal arrangements were not quite completed when I visited Strood this morning; and, in addition to what is in hand, I have to make the following requirements.

#### STROOD JUNCTION, LONDON, CHATHAM AND DOVER RAILWAY.

In their normal position the points of the cross-over road should be open for the crossing, so that if any vehicle should run back from the platform, it may be caught by the runaway siding at the foot of the incline.

No 15 lever should be interlocked with numbers 2, 5, 8, and 9; the trailing points should precede the facing points. Numbers 14 and 16 levers should be interlocked, a new down starting signal has to be fixed, and the present down home signal moved back.

#### STROOD JUNCTION, SOUTH EASTERN RAILWAY.

The facing points on the down line should be interlocked with the up branch signals and provided with a locking bar. The up starting signal from the new platform should be controlled by the signalman; the cross-over road adjacent to the cabin on the connecting line should be worked by an interlocked lever.

Upon the Board of Trade being informed that these requirements have been complied with, the use of new platform and cross-over road need not be objected to, upon condition of a re-inspection taking place if considered necessary.

The Secretary,  
Railway Department, Board of Trade.

I have, &c.  
(signed) C. S. Hutchinson,  
Major General, R.E.

TOOMER v. LONDON, CHATHAM, AND DOVER RAILWAY.

London, Chatham, and Dover Railway,  
General Manager's Office, Victoria Station, Pimlico, S.W.,  
2 March 1877.

Sir,

IN reference to my communication of yesterday's date, I beg, for the further information of the Railway Commissioners, to enclose a copy of the report of Major General Hutchinson, Inspecting Officer of the Board of Trade, postponing the running of local passenger trains between Strood Station of the North Kent Railway and Rochester Bridge Junction with the Main Line of the Chatham and Dover Company, until certain signalling arrangements, &c., have been carried out.

I may remark that, desiring to give effect to the order of the Commissioners, as far as it appears practicable to do so, we have erected at the Rochester Bridge Station an exchange platform, by means of which passengers travelling between the North Kent Railway and the Chatham and Dover Railway can be "conveyed by railway" from one system to the other.

J. H. Balfour Browne, Esq.,  
Registrar, Railway Commission, S.W.

I am, &c.  
(signed) J. S. Forbes, Chairman.

London, Chatham, and Dover Railway, Victoria Station, S.W.,  
7 March 1877.

Sir,

REFERRING you to my letters of the 1st and 2nd instant (to the latter of which I am without acknowledgment), I beg to forward to you, for the information of the Railway Commissioners, a copy of a communication I have received from the Board of Trade, to the last paragraph of which I would desire to draw special attention. The object this Company had in view in making their recent application to the Commissioners, was principally to satisfy them by impartial evidence that the order they had made, if it involved the running of a local service in and out of Chatham Station, could not be carried into effect without imperilling the public safety; and although the Commissioners, for what no doubt appeared to them to be sufficient reason, then declined to hear this evidence, they now have it before them in the printed correspondence attached to my letter of the 1st instant.

The Board of Trade "assume that the Commissioners have not disregarded, and will not disregard, such an important element as the public safety if properly brought before them by well-founded representations." This being an obvious and natural assumption, I would beg respectfully to suggest that the Chatham Company be afforded an early opportunity of presenting their evidence in such formal and regular manner as may appear to the Commissioners most desirable.

J. H. Balfour Browne, Esq.,  
Registrar, Railway Commission, S.W.

I am, &c.  
(signed) J. S. Forbes, Chairman.

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— No. 4. —

Board of Trade to Chairman of London, Chatham, and Dover Railway Company.

Board of Trade (Railway Department),  
London, S.W., 8 March 1877.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 7th instant, further on the subject of an order made by the Railway Commissioners in the case of "Toomer and the London, Chatham, and Dover Railway Company."

J. S. Forbes, Esq.  
&c. &c. &c.

I am, &c.  
(signed) Henry G. Calcraft.

RAILWAY COMMISSIONERS (TOOMER *v.*  
LONDON, CHATHAM, AND DOVER RAILWAY).

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COPY of CORRESPONDENCE respecting an Order made  
by the RAILWAY COMMISSIONERS in the case of  
"TOOMER and the LONDON, CHATHAM, and DOVER  
RAILWAY," to run a Service of Local TRAINS into  
and out of the CHATHAM STATION of that RAILWAY.

(*Sir Charles Alderley.*)

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*Ordered, by The House of Commons, to be Printed,  
8 March 1877.*

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RETURN to an Order of the Honourable The House of Commons,  
dated 26 May 1876 ;—for,

RETURNS “of the Names of RAILWAY COMPANIES whose DEPOSITS under the Standing Orders of the House of Commons of Eight per Cent. were in the Custody of the Court of Chancery in *England* and *Ireland*, or the Court of Exchequer of *Scotland*, on the 1st day of February 1876 ; specifying in each Case the Amount deposited, either in Stock, Exchequer Bills, or Cash, and the Date on which the Deposit was made or accepted :”

“Of the Names of RAILWAY COMPANIES whose BONDS given to the Crown with respect to their Schemes have been forfeited ; specifying the Amount in each Case, and what Proceedings have been taken thereon :”

“And, of the Total Number of RAILWAYS and the Amount of DEPOSITS to be given separately, and of all unitedly (in continuation of Parliamentary Paper, No. 21, of Session 1867).”

(*Mr. Dillwyn.*)

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*Ordered, by The House of Commons, to be Printed,*  
*15 March 1877.*

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CONTENTS.

	PAGE
Return from the Assistant Paymaster General for Chancery Business, of Railway and other Parliamentary Deposits appearing by the Books of the Chancery Pay Office to be in the Custody of the High Court of Justice, Chancery Division (England), on the 1st day of February 1876 - - - - -	3
Return from the Accountant General of the Court of Chancery, Ireland, of Railway Deposits standing in his Name on the 1st day of February 1876 - - - - -	10
Return from the Queen's and Lord Treasurer's Remembrancer of the Exchequer, in Scotland, of the Names of Railway and other Companies whose Deposits were in his Custody on the 1st day of February 1876 - - - - -	11
Return from the Solicitor to the Treasury, of Bonds entered into by Railway Companies and Sureties for the Release of their Deposits, distinguishing those given up to be Cancelled from those still Outstanding - - - - -	12

Whitehall, Treasury Chambers, }	W. H. SMITH.
7 March 1877.	

RETURN of RAILWAY and other PARLIAMENTARY DEPOSITS appearing by the Books at the CHANCERY PAY OFFICE to be in the Custody of the HIGH COURT of JUSTICE, CHANCERY DIVISION (*England*), on the 1st day of February 1876.

Date of Deposit.	TITLE OF ACCOUNT.	Amount and Description of Deposit.			
		£.	s.	d.	
16 January 1872	Ex parte the undertaking of the Alcester Railway	2,682	15	11	Consolidated 3 l. per Cent. Annuities.
15     "      1864	Ex parte the undertaking intended to be authorised by the Alford and Mablethorpe Railway Bill.	5,300	-	-	-   ditto.
13     "      1876	Ex parte the undertaking of the Banbury and Cheltenham Direct Railway Bill.	250	-	-	Cash.
14     "      1873	Ex parte the undertaking of the Birkenhead, Chester, and North Wales Railway Bill.	38,044	-	-	Consolidated 3 l. per Cent. Annuities.
14     "      "	Ex parte the undertaking of the Birmingham and Staffordshire Tramways Bill.	75	-	-	Cash.
16     "      1872	Ex parte the undertaking of the Birmingham and Lichfield Junction Railway Bill (Session 1872).	7,000	-	-	Reduced 3 l. per Cent. Annuities.
13     "      1874	Ex parte the undertaking of the Birmingham and Lichfield Junction Railway Bill (Session 1874).	1,942	14	-	New 3 l. per Cent. Annuities.
14     "      1873	Ex parte the undertaking of the Bodmin and Wadebridge and Delabole Railway Bill.	4,963	11	9	Consolidated 3 l. per Cent. Annuities.
19     "      1874	Ex parte the undertaking of the Brading Harbour Improvement Railway and Works Bill.	813	-	-	-   ditto.
14     "      1873	Ex parte the undertaking of the Bradford District Tramways Bill.	3,249	17	2	-   ditto.
14     "      "	Ex parte the undertaking of the Bristol and North Somerset Railway Bill.	1,980	-	-	Cash.
14     "      1874	Ex parte the undertaking of the Bromley Direct Railway Bill.	1,253	-	-	Consolidated 3 l. per Cent. Annuities.
13     "      "	Ex parte the undertaking of the Brewood and Wolverhampton Railway Bill.	1,349	10	7	-   ditto.
12     "      1875	Ex parte the undertaking of the Brewood and Wolverhampton Railway Bill.	1,052	12	8	-   ditto.
14     "      1876	Ex parte the undertaking of the Burnham Tidal Harbour Bill.	10,634	-	-	-   ditto.
14     "      "	Ex parte the undertaking of the Barry Port and North Western Junction Railway Bill.	4,000	-	-	-   ditto.
12     "      1872	Ex parte the undertaking to authorise the construction of Railways between Canterbury and Herne Bay, in the county of Kent, and for other purposes.	5,229	2	2	-   ditto.
14     "      1873	Ex parte the undertaking of the Cardiff and Ogmore Valley Railway Bill.	6,512	17	10	New 3 l. per Cent. Annuities.
14     "      1876	Ex parte the undertaking of the Caterham and Godstone Valley Railway Bill.	5,680	16	-	Consolidated 3 l. per Cent. Annuities.
14     "      "	Ex parte the undertaking of the Camelford, Altarnum, and Launceston Railway Bill.	12,426	13	4	-   ditto.
22     "      1874	Ex parte the undertaking of the Charnwood Forest Railway Bill.	5,434	-	-	-   ditto.
13     "      1876	Ex parte the undertaking of the Charnwood Forest Railway Bill (Session 1876).	1,186	-	7	-   ditto.
12     "      "	Ex parte the undertaking of the Chesterfield Water and Gas Bill.	264	-	-	Cash.
14     "      "	Ex parte the undertaking of the Cleveland Waterworks Bill.	5,120	-	1	Consolidated 3 l. per Cent. Annuities.
13     "      1873	Ex parte the undertaking of the Cleveland Extension Mineral Railway Bill.	8,306	15	6	-   ditto.
Carried forward - - - £.		134,750	7	7	



RAILWAY DEPOSITS in the Custody of the Court of Chancery in *England* on 1 February 1876—*continued*.

Date of Deposit.	TITLE OF ACCOUNT.	Amount and Description of Deposit.		
		£.	s.	d.
	Brought forward - - -	134,750	7	7
14 January 1873	Ex parte the undertaking of the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Bill.	4,669	-	-
				Consolidated 3 <i>l.</i> per Cent. Annuities.
16 " 1872	Ex parte the undertaking of the Continental Communication (Newhaven and Dieppe) Bill.	781	18	5
				- - ditto.
14 " 1874	Ex parte the undertaking of the Cornwall and West Cornwall Railway Bill.	550	-	-
				- - ditto.
14 " 1853	Ex parte the undertaking of the Darenth Railway Company, for making a Railway from the North Kent Line of the South Eastern Railway at Dartford, in the county of Kent, to Farningham in the said county.	3,000	-	-
				Cash.
12 " 1860	Ex parte an undertaking to extend the Line for the Completion of the Forest of Dean Central Railway, and for other purposes.	80	-	-
				ditto.
14 " 1873	Ex parte the undertaking of the Devon and Cornwall Railway (Western Extensions) Bill.	28,000	-	-
				Exchequer Bills.
14 " "	Ex parte the undertaking of the Devon and Cornwall Railway Extensions to Plymouth and Devonport Bill.	7,600	-	-
				- - ditto.
14 " "	Ex parte the undertaking of the Didecot, Newbury, and Southampton Junction Railway Bill.	30,275	-	-
				New 3 <i>l.</i> per Cent. Annuities.
14 " "	Ex parte the undertaking of the Dudley and Oldbury Junction Railway Bill.	5,992	6	5
				Cash (invested).
14 " 1876	Ex parte the undertaking of the East Cornwall Mineral Railway Bill.	8,534	-	-
				Consolidated 3 <i>l.</i> per Cent. Annuities.
12 " 1872	Ex parte the undertaking of the East Norfolk Railway Bill.	3,500	-	-
				Cash (invested).
12 " 1876	Ex parte the undertaking of the East Norfolk Railway Bill.	4,746	13	4
				Consolidated 3 <i>l.</i> per Cent. Annuities.
14 " "	Ex parte the undertaking of the East London Railway Bill.	13,600	-	-
				- - ditto.
12 " "	Ex parte the undertaking of the Ely, Haddenham, and Sutton Railway Bill.	3,356	16	-
				- - ditto.
12 " 1873	Ex parte the undertaking of the Ely and Clydach Valleys Railway Bill.	1,570	-	-
				Cash.
14 " 1875	Ex parte the undertaking of the Ely and Newmarket Railway Bill.	4,956	2	-
				Consolidated 3 <i>l.</i> per Cent. Annuities.
14 " "	Ex parte the undertaking of the Ely and Bury St. Edmunds (Light) Railway Bill.	4,791	-	-
				- - ditto.
13 " 1876	Ex parte the undertaking of the Erwood Bridge Bill.	118	-	-
				Cash.
14 " 1874	Ex parte the undertaking of the Fal Valley Railway Bill.	1,906	-	-
				Consolidated 3 <i>l.</i> per Cent. Annuities.
19 " "	Ex parte the undertaking of the Fareham Railway Bill.	2,168	-	5
				- - ditto.
14 " 1876	Ex parte the undertaking of the Felixstowe Railway and Pier (New Works and Additional Powers Bill).	1,440	-	-
				Cash.
13 " 1875	Ex parte the undertaking of the Felixstowe Railway and Pier Bill.	6,857	2	10
				Consolidated 3 <i>l.</i> per Cent. Annuities.
14 " 1873	Ex parte the undertaking of the Freshwater, Yarmouth, and Newport Railway Bill.	6,521	14	9
				New 3 <i>l.</i> per Cent. Annuities.
13 " 1876	Ex parte the undertaking of the Golden Valley Railway Bill.	2,970	-	-
				Cash.
15 " "	Ex parte the undertaking of the Gorsedda Junction and Portmadoc Railways Bill.	5	-	-
				ditto.
12 " "	Ex parte the undertaking of the Great Eastern Railway Bill.	24,401	1	4
				Consolidated 3 <i>l.</i> per Cent. Annuities.
13 " "	Ex parte the undertaking of the Great Yarmouth and Stalham (Light) Railway Bill.	3,040	10	1
				Cash.
14 " "	Ex parte the undertaking of the Halesowen and Bromsgrove Branch Railways Bill.	1,098	-	-
				Consolidated 3 <i>l.</i> per Cent. Annuities.
14 " 1874	Ex parte the undertaking of the Harrow and Rickmansworth Railway Bill.	7,329	-	-
				- - ditto.
	Carried forward - - - £.	318,607	8	2

RAILWAY DEPOSITS in the Custody of the Court of Chancery in *England* on 1 February 1876, &c.—*continued.*

Date of Deposit.	TITLE OF ACCOUNT.	Amount and Description of Deposit.		
		£.	s.	d.
	Brought forward - - -	318,607	8	2
14 January 1873	Ex parte the undertaking of the Henley-in-Arden (No. 2) Bill.	1,035	-	-
14 " 1876	Ex parte the undertaking of the Hornsea Pier Bill.	1,309	13	-
13 " 1871	Ex parte the undertaking of the Holborn Viaduct Station Bill.	3,137	-	10
14 " 1873	Ex parte the undertaking of the Hoylake and Birkenhead Rail and Tramway Company Bill.	800	-	-
13 " 1872	Ex parte the undertaking of the Hull Tramways Bill.	1,600	-	-
14 " 1875	Ex parte the undertaking of the Hull Street Tramways Bill.	1,625	12	6
13 " 1871	Ex parte the undertaking of the Hylton, Southwick, and Monkwearmouth Railway Bill.	2,440	-	-
16 " 1872	Ex parte the undertaking of the Isle of Wight (Newport Junction) Railway Bill.	2,700	-	-
14 " 1873	Ex parte the undertaking of the Kent Tramways Bill.	3,750	-	-
14 " "	Ex parte the undertaking of the Leeds and Castleford and Pontefract Junction Railway Bill.	6,600	-	-
14 " 1874	Ex parte the undertaking of the Leeds, Roundhay Park, and Ormondthorpe Junction Railway Bill.	8,609	4	8
14 " "	Ex parte the undertaking of the Leominster and Broinyard Railway Bill.	7,799	9	-
15 " 1876	Ex parte the undertaking of the Littlehampton Water Bill.	392	1	-
14 " 1875	Ex parte the undertaking of the Lincoln's Inn Bill.	172	-	-
11 " 1876	Ex parte the undertaking of the Llandudno Water and Gas Bill.	800	-	-
14 " 1875	Ex parte the undertaking of the Llanelly and Mynydd Mawr Railway Bill.	2,546	19	8
14 " 1873	Ex parte the undertaking of the Llanfyllin and Llangynog Railway Bill.	1,516	2	6
14 " 1871	Ex parte an undertaking of the London and Aylesbury Railway Bill.	6,300	-	-
14 " 1873	Ex parte the undertaking of the London, Chatham, and Dover Railway Bill.	3,149	-	-
14 " 1874	Ex parte the undertaking of the London, Chatham, and Dover Railway Bill (1874).	563	-	-
14 " 1875	Ex parte the undertaking of the London, Chatham, and Dover Railway Bill (1875).	16	-	-
14 " 1876	Ex parte the undertaking of the London, Chatham, and Dover Railway Bill (1876).	1,500	-	-
15 " "	Ex parte the undertaking of the London, Tilbury, Dartford, and Kent Coast Junction Railway Bill.	27,237	-	-
16 " 1872	Ex parte the undertaking of the Louth and East Coast Railway Bill.	5,390	16	8
17 " 1871	Ex parte a projected undertaking proposed to be authorised by a Bill to be cited as Lyme Regis Railway.	3,400	16	2
14 " 1876	Ex parte the undertaking of the Lynn and Fakenham Railway Bill.	6,187	-	-
	Carried forward - - - £.	419,184	4	2

RAILWAY DEPOSITS in the Custody of the Court of Chancery in *England* on 1 February 1876, &c.—*continued.*

Date of Deposit.	TITLE OF ACCOUNT.	Amount and Description of Deposit.		
		£.	s.	d.
	Brought forward - - -	419,184	4	2
13 January 1865	Ex parte a projected undertaking to authorise the Manchester and Milford Railway Company to make certain new Railways in substitution for part of their authorised Railway and Aberystwith Branch, and to extend the time for the purchase of lands and completion of part of their authorised line, and to give various other powers to the said Company, and to other Railway Companies.	24	-	-
				Cash.
13 „ 1872	Ex parte a projected undertaking proposed to be authorised by a Bill to be cited as Manchester, Sheffield, and Lincolnshire Railway additional powers.	1,664	-	-
				ditto.
14 „ 1873	Ex parte the undertaking of the Manchester South District Railway Bill.	17,320	6	5
				Cash (invested).
14 „ 1874	Ex parte the undertaking of the Manchester South District Railway Bill (1874).	4,985	5	8
				- ditto.
14 „ 1873	Ex parte the undertaking of the Manchester and Milford Railway Bill.	1,426	-	-
				- ditto.
14 „ 1871	Ex parte a projected undertaking proposed to be authorised by a Bill to be cited as Merionethshire Railway.	4,000	-	-
				- ditto.
20 „ 1876	Ex parte the undertaking of the Mersey Railway Bill.	16,400	-	-
				Consolidated 3 l. per Cent. Annuities.
14 „ „	Ex parte the undertaking of the Merthyr Tydfil and Rhondda Valley Junction Railway Bill.	16,600	-	-
				- - ditto.
14 „ 1875	Ex parte the undertaking of the Metropolitan District Railway Bill.	13,351	7	-
				- - ditto.
16 „ 1872	Ex parte the undertaking of the Metropolitan and South Western Junction Railway Bill.	12,433	-	-
				New 3 l. per Cent. Annuities.
14 „ 1873	Ex parte the undertaking of the Metropolitan and St. John's Wood Railway Bill.	16,260	3	3
				Consolidated 3 l. per Cent. Annuities.
14 „ 1874	Ex parte the undertaking of the Metropolitan Inner Circle Completion and Eastern Extension Bill.	39,728	-	-
				- - ditto.
14 „ 1875	Ex parte the undertaking of the Middlesborough and Stockton Street Tramways Bill.	665	-	-
				Cash.
13 „ 1862	Ex parte an undertaking to enable the Mid Wales Railway Company to alter the line and levels of their Railway, and to make a Junction between the Mid Wales and the Central Wales Extension Railways, and to amend the Acts relating to the said Company; and for other purposes.	240	-	-
				ditto.
14 „ 1864	Ex parte an undertaking to enable the Mid Wales Railway Company to make a Railway to join the Central Wales Extension Railway, in the parish of Llandwddin, in the county of Radnor; and to confer upon the said Company further powers with respect to roads crossed by their Railway, and with respect to the purchase of lands; and to enable the said Company to erect hotels, and to let their Railway on lease; and to raise further sums; and for other purposes.	400	-	-
				ditto.
17 „ 1871	Ex parte the undertaking of the Minehead Railway Bill.	2,500	-	-
				Consolidated 3 l. per Cent. Annuities.
13 „ „	Ex parte the undertaking of the Mitcheldean Road and Whimsey Railway Bill.	1,413	8	-
				Cash (invested).
13 „ 1872	Ex parte a projected undertaking for the construction of Railways from near Monmouth to Colefield, in the counties of Monmouth and Gloucester.	4,159	-	-
				Cash.
	Carried forward - - - £.	572,753	14	6



RAILWAY DEPOSITS in the Custody of the Court of Chancery in *England* on 1 February 1876, &c.—*continued.*

Date of Deposit.	TITLE OF ACCOUNT.	Amount and Description of Deposit.		
		£.	s.	d.
	Brought forward - - - -	572,753	14	6
14 January 1874	Ex parte the undertaking of the Nettlebridge Valley Railway Bill.	3,912	4	6
				Cash (invested).
14 " 1865	Ex parte a projected undertaking for making Railways from the Newport, Abergavenny, and Hereford line of the Great Western Railway Company at Pontypool, to Caerleon, and to the Great Western Railway Company, at or near Newport; and for other purposes.	7,840	-	-
				Cash.
14 " 1873	Ex parte the undertaking of the Newent Railway Bill.	6,825	8	10
				Consolidated 3 <i>l.</i> per Cent. Annuities.
13 " 1876	Ex parte the undertaking of the Newcastle and Gateshead Water Bill.	9,045	6	8
				- - ditto.
13 " "	Ex parte the undertaking of the New Shoreham Harbour Bill.	6,323	2	-
				- - ditto.
12 " 1872	Ex parte the undertaking of the North Wales Narrow Gauge Railways Bill.	6,345	-	-
				New 3 <i>l.</i> per Cent. Annuities.
14 " 1876	Ex parte the undertaking of the North East Worcestershire Water Bill.	840	-	-
				Cash.
17 " "	Ex parte the undertaking of the North and South (Gravesend Tunnel) Junction Railway Bill.	18,731	-	-
				ditto.
14 " "	Ex parte the undertaking of the Penarth, Sully, and Cadoxton Railway Bill.	620	-	-
				ditto.
14 " 1875	Ex parte the undertaking of the Plymouth and Dartmoor Railway Bill.	900	-	-
				ditto.
12 " 1872	Ex parte the undertaking of the Powell Duffryn Steam Coal Company (Limited) Bill.	505	-	-
				ditto.
12 " 1874	Ex parte the undertaking of the Potteries, Shrewsbury, and North Wales Railway Bill.	2,573	13	6
				Consolidated 3 <i>l.</i> per Cent. Annuities.
21 " 1876	Ex parte the undertaking of the Preston Tramways Bill.	741	14	6
				Reduced 3 <i>l.</i> per Cent. Annuities.
14 " 1875	Ex parte the undertaking of the Ramsey and Somersham Junction Railway Bill.	2,943	1	10
				Consolidated 3 <i>l.</i> per Cent. Annuities.
11 " "	Ex parte the undertaking of the Regent's Canal and Dock Bill.	10,297	-	-
				- - ditto.
14 " 1873	Ex parte the undertaking of the Ross and Ledbury Railway Bill.	9,697	4	4
				New 3 <i>l.</i> per Cent. Annuities.
14 " 1874	Ex parte the undertaking of the Rowrah and Kelton Fell (Mineral) Railway Bill.	1,418	11	-
				Cash.
14 " 1876	Ex parte the undertaking of the Ruthin and Cerrig-y-Druidion Railway Bill.	2,966	-	-
				Cash (invested).
17 " 1871	Ex parte the undertaking of the Scarborough and Whitby Railway Bill.	6,500	-	-
				Consolidated 3 <i>l.</i> per Cent. Annuities.
14 " 1873	Ex parte the undertaking of the Scarborough and Whitby Railway Bill.	2,150	11	2
				- - ditto.
14 " 1876	Ex parte the undertaking of the Severn Bridge and Forest of Dean Central Railway Bill.	1,130	-	-
				- - ditto.
13 " 1873	Ex parte the undertaking of the Severn Bridge and Forest of Dean Central Railway Bill.	2,005	8	5
				- - ditto.
13 " 1871	Ex parte the Scotswood, Newburn, and Wyland Railway and Dock Bill.	3,907	-	-
				Cash (invested).
14 " 1876	Ex parte the undertaking of the Sidmouth Railway Bill.	2,586	-	-
				New 3 <i>l.</i> per Cent. Annuities.
14 " 1873	Ex parte the undertaking of the Somerset and Dorset Railway Bill.	764	13	4
				Consolidated 3 <i>l.</i> per Cent. Annuities.
	Carried forward - - - £.	684,321	14	7

RAILWAY DEPOSITS in the Custody of the Court of Chancery in *England* on 1 February 1876, &c.—*continued*.

Date of Deposit.	TITLE OF ACCOUNT.	Amount and Description of Deposit.		
		£.	s.	d.
	Brought forward - - -	684,321	14	7
12 January 1876	Ex parte the undertaking of the Southwold Railway Bill.	1,633	-	-
				Cash (invested).
13 " 1872	Ex parte a projected undertaking proposed to be authorised by a Bill to be cited as the South Kensington Railway.	2,250	-	-
				Cash.
25 " 1873	Ex parte the undertaking of the Staines and West Drayton Railway Bill.	2,600	-	-
				New 3 <i>l.</i> per Cent. Annuities.
15 " 1869	Ex parte the undertaking of the Stony Stratford Railway Bill.	358	4	8
				Reduced 3 <i>l.</i> per Cent. Annuities.
14 " 1876	Ex parte the undertaking of the Stonehouse Pool Improvement Bill.	1,869	17	4
				Consolidated 3 <i>l.</i> per Cent. Annuities.
14 " 1875	Ex parte the undertaking of the Sutton Bridge Dock Bill (Session 1875).	109	-	-
				- - ditto.
14 " 1876	Ex parte the undertaking of the Sutton Bridge Dock Bill (Session 1876).	377	-	-
				Cash.
17 " 1865	Ex parte the undertaking of the Swansea and Aberystwith Junction Railway Bill.	266	15	4
				Consolidated 3 <i>l.</i> per Cent. Annuities.
14 " 1874	Ex parte the undertaking of the Swansea Improvement and Tramways Bill.	2,000	-	-
				- - ditto.
14 " 1873	Ex parte the undertaking of the Swindon, Marlborough, and Andover Railway Bill.	18,983	6	10
				- - ditto.
13 " 1875	Ex parte the undertaking of the Swindon and Highworth Light Railway Bill.	1,000	-	-
				Cash.
14 " 1860	Ex parte an undertaking for making a Railway from the Stockport, Disley, and Whaley Bridge Railway, in the parish of Stockport, and county of Chester, to Hayfield, in the county of Derby; and for other purposes.	2,960	-	-
				ditto.
13 " 1874	Ex parte the undertaking of the Stocksbridge Railway Bill.	1,513	5	-
				ditto.
13 " 1860	Ex parte the undertaking of the Somersham, Ramsey, and Holme Railway, for making a Railway from Somersham to Holme, in the county of Huntingdon.	14	7	9
				ditto.
16 " 1866	Ex parte the undertaking of the Talacre Pier and Harbour (Railway) Bill.	346	-	-
				Consolidated 3 <i>l.</i> per Cent. Annuities.
12 " 1872	Ex parte the Teign Valley Railway Bill - - -	2,307	-	-
				Cash (invested).
14 " 1874	Ex parte the undertaking of the Temple Mineral Railway Bill.	3,210	-	-
				Consolidated 3 <i>l.</i> per Cent. Annuities.
13 " 1872	Ex parte the Tiry Side Railway Bill - - -	2,309	18	-
				Cash (invested).
14 " 1875	Ex parte the undertaking of the Teign Valley Railway Extension Bill.	4,807	-	-
				- - ditto.
14 " "	Ex parte the undertaking of the Tiverton and North Devon Railway Bill.	3,243	4	9
				Consolidated 3 <i>l.</i> per Cent. Annuities.
14 " 1873	Ex parte the undertaking of the Upwell, Outwell, and Wisbeach Railway Bill.	1,702	18	-
				Cash.
13 " 1871	Ex parte the undertaking of the Usk and Towy Railway Bill.	5,587	3	6
				Consolidated 3 <i>l.</i> per Cent. Annuities.
13 " "	Ex parte the undertaking of the Usk and Towy Railway Bill.	904	-	-
				Reduced 3 <i>l.</i> per Cent. Annuities.
	Carried forward - - - £.	744,623	15	9

RAILWAY DEPOSITS in the Custody of the Court of Chancery in *England* on 1 February 1876, &c.—*continued.*

Date of Deposit.	TITLE OF ACCOUNT.	Amount and Description of Deposit.		
		£.	s.	d.
	Brought forward - - -	744,623	15	9
January 1875	Ex parte the undertaking of the Wednesfield and Wyrley Bank Railway Bill.	3,256	8	10
				Consolidated 3 l. per Cent. Annuities.
" 1876	Ex parte the undertaking of the Westerham Valley Railway Bill.	4,173	5	-
				Cash.
" 1871	Ex parte the undertaking of the West Lancashire Railway Bill.	7,900	-	-
				Consol Certificates.
" 1872	Ex parte the undertaking of the West Lancashire Railway Bill.	1,518	5	7
				New 3 l. per Cent. Annuities.
" 1860	Ex parte the undertaking proposed by the West Somerset Railway Bill.	80	-	-
				Cash.
" 1874	Ex parte the undertaking of the Wigan Junction Railways Bill.	18,151	-	-
				Cash (invested).
" 1875	Ex parte the undertaking of the Wigan Junction Railways Bill (1875).	16,260	-	-
				- ditto.
" 1873	Ex parte the undertaking of the Worcester, Bromyard, and Leominster Railway Bill.	2,350	-	-
				- ditto.
" 1874	Ex parte the undertaking of the Worcester and Aberystwith Junction Railway Bill.	10,871	18	7
				Consolidated 3 l. per Cent. Annuities.
" 1876	Ex parte the undertaking of the Wye Valley Railway Bill (Session 1876).	2,500	-	-
				- - ditto.
	£.	811,684	13	9

TOTAL NUMBER OF RAILWAYS - - - 156.

Amount of Cash	£.	s.	d.
	183,473	1	-

Amount of New 3 l. per Cents.	£.	s.	d.
" Consols	81,468	16	6
" Reduced 3 l. per Cents.	481,357	19	5
" Consolidated 3 l. per Cent. Stock Certificates	14,786	16	10
" Exchequer Bills	14,200	-	-
	36,400	-	-
TOTAL	628,211	12	9

*Note.*—The statement may appear to extend beyond the mere scope of the Order, but as the deposits in question are always made by individuals having the management of undertakings, and not by Railway Companies, it has been thought better to include all Parliamentary deposits.

The word "invested" placed against some of the amounts of Cash, denotes that the deposit was made in Cash, but has since been invested in securities by order of the Court.

Chancery Pay Office,  
Chancery-lane, 6 March 1877. }

(signed) S. Parkinson.



RETURN of RAILWAY DEPOSITS standing in the Name of the ACCOUNTANT GENERAL of the COURT of CHANCERY, *Ireland*, on the 1st day of February 1876.

Date of Deposit.	TITLE OF ACCOUNT.	Exchequer Bills.			Cash.			Amount and Description of Deposit.
		£. s. d.			£. s. d.			£. 3 per Cent. Stock and £. 3 per Cent. Consols.
12 January 1865	Dublin Trunk Connecting Railway -	2,000	-	-	-	-	-	-
14 " "	Dublin Metropolitan Junction Railway -	-	-	-	-	-	19,310	14 11
14 " 1871	Navan and Kingscourt -	-	-	-	-	-	2,032	- -
14 " "	Ennis and West Clare -	-	-	-	-	-	5,835	1 3
18 " "	Killorglin and Farranfore -	-	-	-	2,000	-	-	-
17 " 1872	Galway, Oughterard, and Clifden -	-	-	-	-	-	8,553	- -
13 " "	Athenry and Tuam -	-	-	-	-	-	3,682	9 1
12 " "	Dunmanway and Skibbereen -	-	-	-	-	-	3,953	- 6
12 " "	Belfast Central -	-	-	-	-	-	692	13 5
13 " "	Castleisland and Gortallen -	-	-	-	-	-	950	- -
12 " "	Kilrush and Kilkee -	-	-	-	-	-	1,093	6 7
14 " 1873	Larne and Antrim -	-	-	-	-	-	2,916	14 8
14 " "	Dundalk and Greenore -	-	-	-	-	-	6,814	19 3
16 " "	Southern Railway -	-	-	-	2,506	15 -	-	-
15 " 1874	Dungarvan and Cookstown -	-	-	-	-	-	5,410	- -
29 " "	Ballymena and Larne Junction -	-	-	-	-	-	4,163	9 9
14 " 1875	Derry Central -	-	-	-	-	-	11,286	- -
15 " "	South Dublin Railway -	-	-	-	-	-	8,954	10 -
15 " "	Ditto -	-	-	-	-	-	1,493	10 -
14 " "	Sligo, Leitrim, and Northern Counties -	-	-	-	-	-	12,154	- -
13 " 1876	Northern Union -	-	-	-	-	-	26,279	18 11
13 " "	Bundoran and Sligo -	-	-	-	-	-	3,511	- -
13 " "	Greencastle and Kilkeel -	-	-	-	1,694	- -	-	-
		£.	2,000	- -	6,200	15 -	129,086	8 4

TOTAL NUMBER OF RAILWAYS - - - - 23.

Amount, Government 3 per Cent. Stock and 3 per Cent. Consols	£. s. d.
" Exchequer Bills	129,086 8 4
	2,000 - -
	131,086 8 4
" Cash	6,200 15 -

22 June 1876.

Maziere J. Brady, Accountant General.

RETURN of the Names of the RAILWAY and other COMPANIES whose DEPOSITS, under the Standing Orders of the House of Commons, were in the Custody of the QUEEN'S REMEMBRANCER of the EXCHEQUER in Scotland on the 1st day of February 1876; specifying in each Case the Amount Deposited, and the Date on which the Deposit was made or accepted.

Date of Deposit.	NAME OF COMPANY.	Percentages of Estimated Cost. Deposited.	Amounts Deposited.		
			£.	s.	d.
12 January 1865	Glasgow City Union Railway - - -	8 per cent. -	6,720	-	-
13 " 1866	Newport Railway - - - - -	8 " -	3,680	-	-
10 " 1867	Glasgow City Union Railway - - -	8 " -	4,800	-	-
13 " 1868	North British Railway (General Powers)	5 " -	1,600	-	-
13 " "	Devon Valley Railway - - - - -	5 " -	587	10	-
12 " 1870	North British Railway (Tay Bridge) -	5 " -	17,500	-	-
13 " "	Newport Railway - - - - -	5 " -	1,725	-	-
10 " 1871	North British, Arbroath, and Montrose Railway.	5 " -	9,000	-	-
12 " 1872	- - Ditto - - - ditto - - -	5 " -	750	-	-
12 " "	North British Railway - - - - -	5 " -	9,000	-	-
12 " "	Glencairn Railway - - - - -	5 " -	2,677	10	-
13 " "	North Monkland Railway - - - - -	5 " -	3,457	-	-
17 April "	Stirling and Bridge of Allan Tramways Company (Limited).	4 " -	400	-	-
13 January 1873	Dunfermline and Queensferry Railway -	5 " -	5,140	-	-
13 " "	Kelvin Valley Railway - - - - -	5 " -	5,438	3	-
14 " "	Forth Bridge Railway - - - - -	5 " -	62,500	-	-
14 " "	Edinburgh, Loanhead, and Roslin Railway	5 " -	1,800	-	-
14 " "	Glasgow City Union Railway - - -	5 " -	1,500	-	-
9 " 1874	Glasgow, Bothwell, Hamilton, and Coat- bridge Railway.	5 " -	23,854	10	-
13 " "	Glasgow City Union Railway - - -	5 " -	2,500	-	-
13 " "	Callender and Oban Railway - - -	5 " -	13,500	-	-
14 " 1875	The North British Railway - - -	5 " -	475	-	-
4 " 1876	Paisley Water Bill - - - - -	4 " -	800	-	-
10 " "	Burntisland Direct Mineral Railway -	5 " -	10,000	-	-
12 " "	Kilsyth and Falkirk Railway - - -	5 " -	7,462	5	5
13 " "	Leven Harbour - - - - -	4 & 5 " -	917	-	-
14 " "	Forth South Foreshore Reclamation -	4 " -	11,000	-	-
			£.	208,783	18 5

The Queen's Remembrancer holds the receipts of the various bankers for the amounts of the Deposits made in his name, and with his privity, by the promoters of the Companies.

BONDS OF RAILWAY COMPANIES FORFEITED:

— None. —

TOTAL NUMBER OF COMPANIES - - - - 19.

Exchequer Chambers, Edinburgh, }  
7 June 1876.

Stair Agnew,  
Queen's and Lord Treasurer's Remembrancer.

RETURN, from the SOLICITOR to the TREASURY, of BONDS entered into by RAILWAY COMPANIES, and SURETIES for the RELEASE of their DEPOSITS, distinguishing those given up to be Cancelled from those still Outstanding.

No.	TITLE OF RAILWAY.	Date of Bond.	Amount.		REMARKS.
			£. s. d.		
1	Hexham and Allendale Railway	17 Feb. 1866	19,200 - -	Outstanding	Railway, No. 1, 12½ miles in length, was opened in February 1869, but Railway, No. 2, has not been submitted for inspection. The works were required to be completed by the 19th January 1870. More than one-half the share capital appears, by reference to return, to have been paid up at December 1869.
2	Minthead Railway - - -	22 " "	12,444 19 4	- ditto	The powers of the company expired without the railway having been opened. In 1871 Parliament incorporated another company to make a similar railway, between the same points, which has been opened for public traffic.
3	Limerick and North Kerry Junction Railway.	3 " "	20,800 - -	- ditto	The powers of this company have expired without any part having been opened.
4	Saltash and Callington Railway -	28 " "	14,400 - -	- ditto	The undertaking was authorised to be abandoned by a Board of Trade Warrant, dated 10th January 1870. The Warrant directed that so much of the money secured by the bond as might be necessary should be deemed assets of the company.
5	Hoylake Railway - - -	16 Mar. "	14,400 - -	- ditto	The railway for which this bond was given has not been made, but the undertaking of the company, under an Act of 1863, has been transferred to the Hoylake and Birkenhead Rail and Tramway Company, under an Act of 1872, in which provision is made for the winding up of the Hoylake Railway Company.
6	The Sunningdale and Cambridge Town Railway.	27 April "	3,200 - -	- ditto	No part of this railway, authorised in 1865, has been made.
7	West Sussex Junction Railway -	24 May "	20,000 - -	- ditto	The company's power of construction has expired. Works do not appear to have been commenced.
8	North London, Highgate, and Alexandra Park Railway.	19 June "	41,600 - -	- ditto	The powers of construction have expired. No part of the railway has been opened.
9	Macclesfield, Knutsford, and Warrington Railway.	4 July "	56,000 - -	- ditto	The powers of this company have been transferred to the Manchester, Sheffield, and Lancashire Railway Company, and the period for the completion of the railway extended to 1st July 1877.
10	Bridgnorth, Wolverhampton, and Staffordshire Railway.	6 " "	39,200 - -	- ditto	The Board of Trade Warrant, dated 10th February 1873, authorised the abandonment of the undertaking, and the money secured by the bond was authorised to be applied as assets.
11	Lancashire Union Railways -	30 June "	32,000 - -	- ditto	The company appear to have constructed the greater portion of their railways.
12	Barry Railway Company - -	18 July "	3,200 - -	- ditto	The Board of Trade Warrant, dated 5th August 1874, for the abandonment of the undertaking, authorised that the money secured by the bond should be applied as assets of the company.
13	Mellis and Eye Railway - -	23 " "	1,920 - -	- ditto	The railway was opened in February 1867. The powers for the completion of the railway expired in July 1868.
14	Lancashire Union Railways -	20 " "	40,000 - -	- ditto	The company appear to have constructed the greater portion of their railways.



RETURN, from the Solicitor to the Treasury, of Bonds entered into by Railway Companies, &c.—*continued.*

No.	TITLE OF RAILWAY.	Date of Bond.	Amount.				REMARKS.
			£.	s.	d.		
15	Presteign, Clun, and Bishops Castle Railway.	24 July 1866	32,000	—	—	Outstanding	Powers of construction have expired. No portion of railway has been opened.
16	Fareham and Netley Railway -	24 „ „	15,680	—	—	- ditto	The powers of construction have expired without any portion of the railway having been opened.
17	Llynor and Ogmors Railway -	25 „ „	19,680	—	—	- ditto	The greater part of these railways have been opened, and it is understood that the undertaking has been transferred to another company.
18	Cannock Chase and Wolverhampton Railway.	24 „ „	5,142	—	—	- ditto	The period for construction expired in July 1871. The railways have been opened for mineral traffic, but have not been submitted for inspection to the Board of Trade, and are consequently not used for passenger traffic. The Company had expended at the end of 1871, 69,000 <i>l.</i> out of an authorised capital of 80,000 <i>l.</i>
19	Mersey Pneumatic Railway -	26 „ „	54,056	—	—	- ditto	The company have a Bill in Parliament, in the present Session, for an extension of time for the construction of the railway.
20	East Gloucestershire Railway -	28 „ „	96,000	—	—	- ditto	The company have only opened part of the railways. The East Gloucestershire Railway Act, 1872, c. 26, provided for a reduction of the capital. The company's powers with respect to the unopened lines have expired.
21	Whitby, Redcar, and Middlesborough Union Railway.	27 „ „	37,644	9	6	- ditto	A fresh bond was given under a Board of Trade Warrant, dated 3rd July 1871, for extending the period of completion. An Act of 1875 extended the period to 7th July 1873.
22	Hatfield Chase Warping and Improvement.	31 „ „	7,104	—	—	- ditto	The railway has not been opened for passenger traffic.
23	Kingsbridge Railway -	3 Aug. „	8,000	—	—	- ditto	No part of this railway has been opened. The powers have expired.
24	Wantage and Great Western Junction Railway.	1 „ „	4,000	—	—	- ditto	The period of construction has expired. No portion of the railway opened.
25	New Romney Railway -	3 „ „	14,780	—	—	- ditto	The powers of construction have expired. No portion of the railway opened.
26	King's Lynn Docks and Railway -	4 „ „	1,280	—	—	- ditto	The railway to which this bond applies was authorised to be abandoned by the company's Act of 1869, c. 40. The Board of Trade have granted their certificate of paid-up capital, under Act of 1869, for the dock and railway thereby authorised.
27	Elham Valley Railway -	6 „ „	45,056	—	—	- ditto	The Board of Trade Warrant, dated 30th August 1873, authorised the abandonment of the undertaking, and the application of the money under the bond as assets of the company.
28	Teme Valley Railway -	7 „ „	56,000	—	—	Bond given up -	The Board of Trade Warrant, dated 9th April 1874, authorised the abandonment of the undertaking, and the application of the money under the bond as assets.
29	Beddgelert Railway -	3 „ „	6,400	—	—	Outstanding	The company's powers to construct the railway have expired. No part of the railway has been opened.
30	Ellesmere and Glyn Valley Railway.	7 „ „	29,230	—	—	- ditto	The company was incorporated in 1870 (c. 166), as the "Glyn Valley Tramway Company." Part of the tramways authorised by the Act of 1870 has been opened.
31	Drayton Junction Railway -	16 June „	12,000	—	—	- ditto	The powers of the company to construct the railway have lapsed without any part having been opened.
32	Colnbrook Railway -	7 Aug. „	9,600	—	—	- ditto	The powers of the company to construct the railway have lapsed without any part having been opened.

RETURN, from the Solicitor to the Treasury, of Bonds entered into by Railway Companies, &c.—*continued.*

No.	TITLE OF RAILWAY.	Date of Bond.	Amount.		REMARKS.
33	East London Eastern Extension Railway.	9 Aug. 1866	72,000 - -	Outstanding -	The period for construction has expired. No portion of the railway has been made.
34	Peterborough, Wisbeach, and Sutton Railway.	10 " "	6,320 - -	- ditto -	The company have not constructed any part of the branch to which this bond has reference. The powers of construction expired in 1868.
35	South Essex Railway Company -	10 " "	7,350 - -	- ditto -	The Board of Trade Warrant, dated 9th April 1874, authorised the abandonment of the undertaking, and the application of the moneys under the bond as assets of the company.
36	Newport Pagnell Railway - -	13 " "	32,000 - -	Bond given up	The Newport Pagnell Railway Act, 1875, sect. 9, authorised the Treasury to cancel and deliver up to the company the bonds given under the Acts of 1865 and 1866.
37	Hounslow and Metropolitan Railway.	13 " "	17,600 - -	Outstanding -	The time limited for construction has expired without any portion of the railway having been made.
38	Medway Docks Company - - -	11 " "	604 16 - -	- ditto.	
39	North Metropolitan Railway -	9 " "	256,000 - -	- ditto -	Period for construction extended by Board of Trade Warrant to 30th July 1873. No progress has, however, been made as to the construction of the railway.
40	The Waterford, New Ross, and Wexford Junction.	13 " "	41,000 - -	- ditto -	These lines have only been partly opened.
41	Halesowen and Bromsgrove Branch Railway.	14 " "	6,570 - -	- ditto -	The company are applying in the present Session for an extension of time.
42	Bray and Enniskerry Railway -	14 " "	5,120 - -	- ditto -	No part of the railway has been opened. Powers of construction have lapsed.
43	Maidstone and Ashford Railway -	9 Oct. "	55,384 16 - -	- ditto -	Powers have expired. No portion of the railway made.
44	Sutherland Railway - - - -	15 " "	27,520 - -	- ditto -	The whole railway was opened within the time extended by the Act of 1866.
45	Caithness Railway Company - -	26 " "	24,302 - -	- ditto -	The Board of Trade Warrant, dated 23rd January 1872, authorised the abandonment of the undertaking. Money under the bond might be made assets of the company.
46	Ryde Station Company - - -	12 Nov. "	9,120 - -	- ditto.	
47	Thorpe and Great Clacton Railway and Pier.	12 " "	4,800 - -	- ditto -	The Board of Trade Warrant, dated 5th April 1872, authorised the company to abandon the construction of the railway, and reduced the capital to the amount required for the construction of the pier only. The application for the abandonment was made with a view to the release of the deposit.
48	Oakhampton, Devon, and Cornwall Railway Company.	21 " "	56,000 - -	- ditto -	The powers of construction appear to have expired. No part of the railway has been opened.
49	The Winchcomb and Midland Railway Company.	25 " "	6,495 4 - -	- ditto -	The Board of Trade Warrant, 13th December 1869, authorised the abandonment of the undertaking. The money under the bond might be made assets of the company.
50	The Barry Railway Company -	22 " "	5,140 - -	- ditto -	See Memorandum to bond of 18th Jul. 1866.
51	Bute Docks Act - - - -	5 Dec. "	7,582 2 - -	- ditto.	

RETURN, from the Solicitor to the Treasury, of Bonds entered into by Railway Companies, &c.—*continued.*

No.	TITLE OF RAILWAY.	Date of Bond.	Amount.			REMARKS.
			£.	s.	d.	
52	The Brompton and Longtown Railway Company.	14 Dec. 1866	17,400	-	-	Outstanding - The Board of Trade Warrant of 12th October 1869, authorised the abandonment of the undertaking. No works had been commenced. The moneys under the bond might be applied as assets.
53	The Bodmin Railway Company -	28 Jan. 1867	3,360	-	-	- ditto - - The Board of Trade issued a Warrant, dated 4th April 1876, for the abandonment of this company's undertaking. The money secured by the bond might be applied as assets of the company.
54	The Abergavenny and Monmouth Railway Company.	11 Feb. "	18,720	-	-	- ditto - - The powers of construction of this company have lapsed without any portion having been opened.
55	The Southern Railway Company	23 Jan. "	9,108	3	2	- ditto - - The company have a Bill in Parliament for the extension of time for the construction of this railway.
56	The Delabole Railway and Bos-sinney Harbour Company.	21 Mar. "	11,656	-	-	- ditto - - No part of this railway appears to have been opened.
57	The Wye Valley Railway Com-pany.	11 April "	36,800	-	-	Bond given up - The Wye Valley Act of 1875, c. 51, s. 21, authorised the Treasury to cancel and deliver up the bond given under sect. 39 of the Act of 1866.
58	The Bideford, Appledore, and Westward Ho Railway.	18 June "	9,436	-	-	Outstanding - The period of construction has expired. No portion has been opened.
59	The Vale of Crickhowell Railway Company.	18 " "	33,664	-	-	- ditto - - Powers of construction expired in 1871. No part of the railway has been opened.
60	The East Norfolk Railway Com-pany.	1 July "	14,080	-	-	- ditto - - The railway was opened within the time extended by the Act of 1872.
61	The Rhondda Valley and Kirwan Junction Railway Company.	12 Aug. "	20,000	-	-	- ditto - - The time limited for the construction of the railway was extended by the Act of 1872.
62	The Barnoldswick Railway Com-pany.	30 Nov. "	5,500	6	4	- ditto - - The railway was opened in January 1871.
63	The Devon and Somerset Railway Company.	14 Jan. 1868	4,800	-	-	- ditto - - The period for construction was extended by Board of Trade Warrant, and a fresh bond given for the same amount, on the 16th August.
64	The North British Railway Com-pany.	2 June 1869	4,960	-	-	- ditto.
65	Whitby, Redcar, and Middles-borough Union Railway Com-pany.	3 July 1871	37,644	9	6	- ditto - - This was a fresh bond given under a Board of Trade Warrant for extension of time. See Remark to Bond of 27th July 1866.
66	The Dublin, Rathmines, Rath-farnham, &c. Railway.	12 Mar. 1870	40,000	-	-	- ditto - - The Board of Trade Warrant, dated 17th June 1874, authorised the abandonment of the undertaking. The moneys secured by bond were to be applied as assets.
67	Devon and Somerset Railway Company.	16 Aug. "	4,800	-	-	- ditto - - This was a fresh bond given under a Board of Trade Warrant for extension of time. Excepting a few chains in length, at Barnstaple, the whole line has now been opened for traffic.

*Note.*—The information contained in the Return under the heading "Remarks," has been furnished by the Railway Department of the Board of Trade.

Solicitor's Department, Treasury,  
12 July 1876.

*A. K. Stephenson.*



RAILWAY COMPANIES' DEPOSITS.

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RETURNS of the Names of RAILWAY COMPANIES whose Deposits under the Standing Orders of the House of Commons of Eight per Cent. were in the Custody of the Courts of Chancery in *England* and *Ireland*, or the Court of Exchequer of *Scotland*, on 1st February 1876; and of the Names of RAILWAY COMPANIES whose BONDS given to the Crown with respect to their Schemes have been Forfeited; &c. (in continuation of Parliamentary Paper, No. 21, of Session 1867).

(*Mr. Dilwyn*).

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*Ordered, by The House of Commons, to be Printed,  
15 March 1877.*

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SESSION 1877.

REPORT by the BOARD of TRADE on the Applications made during the Year 1876 under "The Railway Companies Powers Act, 1864," and of the Proceedings of the Board of Trade with respect thereto.

APPLICATIONS for Certificates under "The Railway Companies Powers Act, 1864," were made during the year 1876 by the following Railway Companies, viz.:—

I.—*The Louth and Lincoln Railway Company,*

Who applied for authority to raise 21,000 *l.* by new shares or new stock, either ordinary or preference, or partly ordinary and partly preference, and 7,000 *l.* by borrowing on mortgage, with power to create debenture stock. The Company subsequently applied to amend the draft certificate so as to authorise the Company to raise 24,000 *l.* by shares or stock and 8,000 *l.* by loan.

II.—*The Stocksbridge Railway Company,*

Who applied for authority to raise 36,000 *l.* by new shares or new stock, either ordinary or preference, or partly ordinary and partly preference, and 12,000 *l.* by borrowing on mortgage, with power to create debenture stock.

III.—*The Thetford and Watton Railway Company,*

Who applied for authority to raise 18,000 *l.* by new ordinary shares or ordinary stock, or new preference shares or new preference stock, or by all, or partly by one and partly by other or others of these modes, and 6,000 *l.* by borrowing on mortgage, with power to create debenture stock.

IV.—*The Watton and Swaffham Railway Company,*

Who applied for authority to raise 45,000 *l.* by new ordinary shares or ordinary stock, or new preference shares or new preference stock, or by all, or partly by one and partly by other or others of those modes, and 15,000 *l.* by borrowing on mortgage, with power to create debenture stock.

No objection having been raised against any of these applications, the several requirements of the Act having been duly complied with in each case, and the Board of Trade having been satisfied that the members of the Company had in each case approved of the application in the same manner as would be required under the Standing Orders of Parliament in the case of a Bill, and in the case of the Louth and Lincoln Railway, that the amended certificate had been duly submitted to and approved by a meeting of the proprietors, convened  
211. for

for that purpose, the draft certificates were settled by the Board of Trade, and said before Parliament at the following dates :—

Louth and Lincoln Railway	-	-	House of Lords, 8th March.
Thetford and Watton Railway	-	-	
Watton and Swaffham Railway	-	-	House of Commons, 8th March.
Stocksbridge Railway	-	-	House of Lords, 15th March.
			House of Commons, 16th March.

Neither House of Parliament having within six weeks from these respective dates resolved that any of these certificates ought not to be made, the Board of Trade on the 1st May made and issued certificates in conformity with the drafts, and have caused these certificates to be published in the London Gazette.

Board of Trade,  
14th May 1877.

T. H. Farrer.

## RAILWAYS.

SESSION 1877.

REPORT by the Board of Trade on the Applications made during the Year 1876, under "The Railway Companies Powers Act, 1864," and of the Proceedings of the Board of Trade with respect thereto.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,  
15 May 1877



## SESSION 1877.

REPORT by the BOARD of TRADE upon an application made in the Year 1876 under "The Railways Construction Facilities Act, 1864," and "The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870;" and of the Proceedings of the Board of Trade with respect thereto.

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AN Application under "The Railways Construction Facilities Act, 1864," was made during the Year 1876 by Mr. John William Burnet and Mr. Alpheus William Marks, who applied for a certificate to incorporate a Company to be called

*The Sheerness-on-Sea Extention Railway Company,*

and to authorise such Company to construct a Railway described as—

A Railway five furlongs and 40 links or thereabouts in length, situate wholly in the parish of Minster, in the Island of Sheppey in the county of Kent, commencing by a junction with the Sittingbourne and Sheerness Branch of the London, Chatham, and Dover Railway, and terminating at Sheerness-on-Sea, near the road leading from Blue Town to Mile Town.

The promoters also sought for power to raise, for the purposes of the certificate, 20,000 *l.* by shares and 6,666 *l.* by borrowing on mortgage.

The land upon which the Railway and Works were to be constructed is the property of Her Majesty's War Department, and that Department objected to the erection of a railway station upon the glacis of the fortress at Sheerness as contemplated by the promoters, but expressed its willingness to allow the line of Railway to be made over the War Department property, and to dispose of sufficient land for the purpose, subject to such conditions as should preclude interference with the defences; provided that the promoters could procure a site for their station elsewhere than on land belonging to the Department.

The promoters having failed by the 1st June to prove that the objections of the War Department had been removed, and to furnish the Board of Trade with the necessary proofs that they had contracted for the purchase of all the lands required for the proposed Railways and Works, the period within which a certificate could be granted by the Board of Trade has elapsed, and the further consideration of the application cannot, therefore, be proceeded with.

Board of Trade, Whitehall Gardens, }  
7 June 1877.

*T. H. Farrer,*  
Secretary.

RAILWAYS.

Session 1877.

REPORT by the Board of Trade upon an Application made in the Year 1876, under "The Railways Construction Facilities Act, 1864," and "The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870"; and of the proceedings of the Board of Trade with respect thereto.

(Presented pursuant to Act of Parliament.)

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*Ordered, by The House of Commons, to be Printed,  
8 June 1877.*

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RETURN to an Order of the Honourable The House of Commons,  
dated 27 March 1877 ;—for,

COPY “of the REPORT of the COMMITTEE appointed by the BOARD of TRADE  
to consider the Practicability of assigning a safe Co-efficient for the Use of  
STEEL in RAILWAY STRUCTURES, and the CORRESPONDENCE connected  
therewith.”

Board of Trade, }  
27 March 1877. }

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EDWARD STANHOPE.

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(*Mr. Edward Stanhope.*)

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*Ordered, by The House of Commons, to be Printed,*  
*27 March 1877.*

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COPY of the REPORT of the COMMITTEE appointed by the BOARD of TRADE to consider the Practicability of assigning a safe Co-efficient for the Use of STEEL in RAILWAY STRUCTURES, and the CORRESPONDENCE connected therewith.

— No. 1. —

(R. 6366/75.)

Board of Trade to the Institution of Civil Engineers.

Sir,

Railway Department, 18 February 1876.

WITH reference to previous correspondence on the subject of the use of steel in railway works, I am directed by the Board of Trade to inform you that they think it desirable that a small Committee should be appointed to consider whether it is practicable to assign a safe co-efficient for steel.

Should the Institution of Civil Engineers approve of this suggestion, the Board of Trade would be glad if they would select two gentlemen to consider the subject in conjunction with Colonel Yolland, the officer who will be appointed by this Board.

I am, &c.

The President, (signed) *Henry G. Calcraft.*  
Institution of Civil Engineers.

— No. 2. —

(R. 6366/75.)

Institution of Civil Engineers to Board of Trade.

The Institution of Civil Engineers,  
25, Great George-street, Westminster, S.W.  
19 February 1876.

Sir,

I AM directed by the President of the Institution of Civil Engineers to acknowledge the receipt of your letter of yesterday's date, in which you ask the Council of the Institution to select two gentlemen to serve on a Committee, in conjunction with Colonel Yolland, to consider whether it be practicable to assign a safe co-efficient for steel. This communication will be laid before the Council at their next meeting, after which I shall have the honour of writing to you again.

I am, &c.

(signed) *James Forrest*, Secretary.

The Assistant Secretary,  
Railway Department, Board of Trade.

— No. 3. —

(1588/76.)

Institution of Civil Engineers to Board of Trade.

The Institution of Civil Engineers,  
25, Great George-street, Westminster, S.W.

23 February 1876.

Sir,

IN reply to your letter, "R. 6366/75," I am directed by the Council of the Institution of Civil Engineers to say that they have had very great pleasure in nominating Sir John Hawkshaw, F.R.S., past President of the Institution, and Mr. W. H. Barlow, F.R.S., Vice President, to serve on the Steel Committee, as to which you wrote to the President on the 18th instant. I believe that both these gentlemen will be willing to act.

I am, &amp;c.

(signed) *James Forrest*, Secretary.

The Assistant Secretary,  
Railway Department, Board of Trade.

— No. 4. —

(R. 1724.)

Board of Trade to Colonel Yolland.

Sir,

Railway Department, 25 February 1876.

I AM directed by the Board of Trade to transmit to you herewith a copy of a letter which has been received from the Institution of Civil Engineers, stating that Sir John Hawkshaw and Mr. W. H. Barlow have been nominated to serve on the Committee for the purpose of considering whether it is practicable to assign a safe co-efficient for steel.

The Institution have already been informed that the Board of Trade have appointed you to serve on this Committee, and I am therefore to request that you will place yourself in communication with Sir John Hawkshaw on the subject.

I am, &amp;c.

(signed) *Henry G. Calcraft*.

Colonel Yolland,  
&c. &c. &c.

— No. 5. —

(R. 2559.)

## REPORT OF THE COMMITTEE.

Sir,

London, 19 March 1877.

IN compliance with the instructions contained in your letter of the 18th February 1876, R. 6366/75, addressed to the President of the Institution of Civil Engineers, suggesting that a Committee should be appointed to consider whether it is practicable to assign a safe co-efficient for the use of steel in railway structures, we have to make the following Report :—

We have had before us the details of the experiments made by a Committee composed of the following gentlemen, viz., Messrs. W. H. Barlow, F.R.S., George Berkley, John Fowler, Douglas Galton, C.B., and J. Scott Russell, a copy of which is enclosed herewith.

We have also examined the results of the experiments, 349 in number, made by the Officers in charge of the Royal Gun Factory, which experiments were furnished to the above-mentioned Committee by the Secretary of State for the War Department.

We



We have also been favoured by Mr. Barnaby with a copy of the regulations under which steel is being used for shipbuilding by the Admiralty.

In addition to the information thus afforded, Sir John Hawkshaw has obtained the conditions under which steel is used in Holland, for the construction of railway bridges and other structures.

The experiments made at the Gun Factory at the Royal Arsenal, had for their object to ascertain the increase of strength obtained by tempering steel in oil and other ways, but they are useful in this inquiry by showing the tensile strength of the samples before they were tempered.

They appear under the 13 conditions, and the tensile strengths were as follows :—

Mark on Sample.	Number of Samples.	DESCRIPTION.	Minimum Strength per Ton per Inch.	Maximum Strength per Ton per Inch.
K - -	51	Cut from a block - - - -	23·60	40·40
KK -	11	From gun after bursting at proof -	23·88	34·42
KT -	17	Cut transversely - - - -	22·00	35·47
CT -	9	Cut transversely - - - -	24·56	35·47
BT -	8	Bars cut transversely - - - -	32·52	40·25
UT -	2	From a tube cut transversely - -	29·56	30·02
CU -	1	From a tube of Whitworth steel turned.	38·20	
CL -	10	Cut from a block longitudinally -	29·33	35·47
KL -	9	Cut from a block longitudinally and turned.	29·20	30·60
BL -	1	From a bar cut longitudinally - -	33·00	
CR -	2	Cut from a block radially - -	34·79	35·02
C - -	3	Cut from a block and turned - -	30·60	31·60
C - -	4	Styrian steel and ditto - - - -	51·40	60·40

The manner in which the 51 samples marked K were cut is not stated.

In 46 of these samples the strength ranged from 26 to 35 tons; two were under 26 tons, and three above 35 tons.

In engineering works the metal would always be strained longitudinally, and if from the experiments above cited, those made on the samples cut longitudinally are selected, namely, those marked CL, KL, and BL, the range of strength is from 29·20 to 33 tons per inch.

The samples which exhibit least strength are those cut transversely, and those cut from guns after bursting at proof, by which the metal was probably injured.

Referring to the experiments made under the direction of the Engineers' Committee, the first set were made for them by Mr. Kirkaldy with his testing machine. They include 18 bars of Bessemer steel, and 11 bars of crucible steel, the quality of material in both cases is stated to be that used for rails, axles, and wheel tyres. Each bar was sent 15 feet long and 2 inches square, then cut into lengths and planed or turned to its proper dimensions for the several tests of tension, compression, torsion, and transverse strain.

In these experiments the tensile strength varied in the Bessemer steel from 28·51 to 37·06 tons per inch, in the crucible steel from 30·62 to 48·13 tons per inch.

The elastic limit, otherwise called the *yielding point*, that is, the strain under which sensible permanent set was manifested, bears the following proportions to the breaking weight—

In Bessemer steel from ·554 to ·746, in the crucible steel from ·540 to ·711.

And it was ascertained by subsequent experiments that it varied in wrought iron from ·477 to ·556.

The bars subjected to tension were 50 inches long between the shoulders; the total extension of the bars before rupture varied in the Bessemer steel from

2·74 inches to 11·73 inches, in the crucible steel from 1·43 inches to 6·68 inches.

The diminution of the sectional area at the point of rupture was—

	Per Cent.	Per Cent.
In the Bessemer steel from - - - - -	8·9	to 58·5
In the crucible steel from - - - - -	3·1	to 49·7

The experiments on compression were made on round bars, turned down to 1·382 inches diameter, and were of the respective lengths of 1 diameter, 2 diameters, 4 diameters, and 36 diameters. The bars of 36 diameters in length yielded by bending, but the experiments on the other three sets of samples show that the elastic limit of the steel in compression varies little from that of tension, a result afterwards confirmed by experiments on larger bars.

The tests on torsion and transverse strain, tension, and compression show that the relations which subsist between the resistances to those strains in steel correspond very nearly with those found by previous experiments in wrought iron; that is to say, a bar of steel which has 50 per cent. more tensile strength than a similar bar of wrought iron, will also have approximately 50 per cent. more strength in resisting compression, torsion, and transverse strain.

The third series of experiments were made by the Committee, in order to determine the “modulus of elasticity” of steel, and compare it with wrought iron.

It is an element of great importance, because upon it depends the deflection which a structure will take under strain.

In these experiments the testing machine then in Her Majesty’s Dockyard at Woolwich was used; ninety-one bars were employed, each rolled approximately 1½ inches diameter and 12 feet long, they were tested as they came from the makers without being turned or the scale removed, being in this respect under conditions similar to those which would arise in steel used for structural purposes.

Special apparatus, which are fully described in the accompanying volume, were used for measuring the bars while under strain, by verniers attached to the bars.

The results show that, within the elastic limit of the material, the extension and compression varies in the different bars as follows:

	Per Ton per Inch.	Per Ton per Inch.
Steel in extension from - - - - -	·000074	to ·000079
Ditto in compression from - - - - -	·000070	to ·000077
Iron in extension from - - - - -	·000076	to ·000083
Ditto in compression from - - - - -	·000074	to ·000082

so that, stated in general terms, the modulus of elasticity of steel and iron appears to be—

Steel from - - - - -	29,000,000	to 31,000,000
Iron „ - - - - -	27,000,000	to 30,000,000

The samples of steel furnished by the makers for these experiments varied very much in quality, some of them being tool steel, with a tensile strength from 46 to nearly 55 tons per inch, others intended for rails, wheel tyres, &c., with a strength of from 32 to 36 tons per inch. And it is remarkable that the extension per ton per inch throughout this variation of quality of steel presents great uniformity, and in all cases is almost the same as that of wrought iron.

It follows from these results that the deflection of a steel girder will be greater than that of a wrought-iron girder of like dimensions, nearly in the same ratio as the strain put upon the steel exceeds that put upon the iron.

The



The several bars used for these experiments on tension were afterwards broken with the following results:—

The tensile strength in the different qualities of—

Steel varied from	-	-	-	-	-	32·26 to 54·74 tons per inch.
Iron	„	-	-	-	-	22·48 to 29·13 „

The total stretching before rupture, measured on a length of 10 feet was—

In the steel bars from	-	-	-	-	-	·90 to 18·0 inches.
In the iron bars from	-	-	-	-	-	5·00 to 23·0 „

The diminution of sectional area at the point of fracture, as exhibited by the ratio of the original section to the area of fracture, varied—

In the steel from	-	-	-	-	-	1·000 to ·513
In the iron from	-	-	-	-	-	·941 to ·486

The ratio of the limit of elasticity or yielding point to the ultimate strength, varied—

In the steel from	-	-	-	-	-	·437 to ·785
In the iron from	-	-	-	-	-	·477 to ·556

The summary of experiments at page 12 of the second part of the book, shows that the limit of elastic action in compression takes place with about the same strain as that exhibited in tension, of the same description of material.

The last series of experiments made by the committee were on bars riveted together, in order to determine the relations of strength between the rivets and the bars when riveted.

Nineteen experiments were made, and four qualities of steel were used. In each case a bar, 3 inches by  $\frac{3}{4}$  inch, was riveted to two bars, each 3 inches by  $\frac{3}{8}$  inch, with rivets  $\frac{3}{8}$  in diameter.

All the riveting was done cold, the metal being found sufficiently malleable for the purpose. Cold rivetting was employed in order to avoid the risk of altering the quality of the steel by heating.

The general result of these experiments showed that, in order to develop the full strength of the bars, the bearing area of the rivets must be at least equal to the sectional area of the bar, in which respect the action of steel appears to correspond with that of wrought iron.

The specific gravity of steel was ascertained by 13 experiments to vary from 7·825 to 7·859, that of iron being 7·758.

The regulations issued by the Admiralty for the employment of steel in ship building fix a limit of strength, no steel being allowed to be used exceeding 30 tons per inch, or less than 26 tons per inch.

And it appears from Mr. Barnaby's letter that, with this limitation of strength, the metal is considered and employed as being stronger than iron in the ratio of 26 to 20; so that taking 5 tons per inch as the ordinary working strain on iron, that on the steel would be  $6\frac{1}{2}$  tons.

The practice in Holland, as ascertained by Sir John Hawkshaw, is to allow in their engineering structures the following working strains in tension and compression:—

	Kilogrammes per Square Centimetre.	Tons per Inch.
For wrought iron in small bridges - -	600	3·8131
For wrought iron to top and bottom flanges in large bridges - - - - }	700	4·4486
For rolled steel for all bridges - - -	1,000	6·3550

The strongest description of steel tested in the experiments before described was tool steel made by the crucible process.

In six experiments upon this quality of steel, it appeared that the stretching of the bars before breaking, in a length of 10 feet, varied from 4 inches to 11 inches, and the strength from 46 tons per inch to 54·74 tons per inch.

In the three strongest samples of iron tested in like manner, the stretching varied from 6 inches to 11 inches, and the strength from 27·8 tons per inch to 29·53 tons per inch.



As regards the ordinary steel of commerce there appears to be no difficulty in obtaining the usual amount of tensile strength varying from 29 to 35 tons per inch. A point requiring equal attention is the toughness or malleability.

Of all the bars tested by the Engineers' Committee, the most unfavourable conditions as to toughness were shown in the three bars marked respectively 31A, 31B and HO'.

The elongation of these bars when broken by tensile strain and measured in a length of 10 feet was—

	Elongation, Parts of Feet.	Elongation in Inches.
31A - - - - -	·073	·876
31B - - - - -	·105	1·260
HO' - - - - -	·112	1·344

We assume that with steel as with iron, the engineer will take care that as well as the required strength, he secures a proper amount of ductility.

Having given the subject our best consideration, we recommend that the employment of steel in engineering structures should be authorised by the Board of Trade under the following conditions, namely :

1st. That the steel employed should be cast steel or steel made by some process of fusion, subsequently rolled or hammered, and that it should be of a quality possessing considerable toughness and ductility, and that a certificate to the effect that the steel is of this description and quality, should be forwarded to the Board of Trade by the engineer responsible for the structure.

2nd. That the greatest load which can be brought upon the bridge or structure, added to the weight of the superstructure, should not produce a greater strain in any part than  $6\frac{1}{2}$  tons per square inch.

In conclusion we have to remark that in recommending a co-efficient of  $6\frac{1}{2}$  tons per square inch for the employment of steel in railway structures generally, we are aware that cases may and probably will arise when it will be proposed to use steel of special make and still greater tenacity, and when a higher co-efficient might be permissible, but we think those cases must be left for consideration when they arise, and that a higher co-efficient may be then allowed in those instances where the reasons given appear to the Board of Trade to justify it.

We are, &c.

(signed) *John Hawkshaw,*  
*W. Yolland,*  
*W. H. Barlow.*

The Secretary of the Board of Trade,  
&c.      &c.      &c.

## A P P E N D I X.

## COPY of TESTS for STEEL PLATES used by the ADMIRALTY.

*Tensile and Extension Tests.*

1. Strips cut lengthwise or crosswise of the plate to have an ultimate tensile strength of not less than 26, and not exceeding 30 tons per square inch of section, with an elongation of 20 per cent. in a length of eight inches.

*Tempering Test.*

2. Strips cut lengthwise of the plate  $1\frac{1}{2}$  inches wide, heated uniformly to a low cherry red, and cooled in water of 82° Fahrenheit, must stand bending in a press to a curve of which the inner radius is one and a half times the thickness of the plates tested.

3. The strips are to be cut in a planing machine, and are to have the sharp edges taken off.

4. The ductility of every plate is to be ascertained by the application of one or both of these tests to the shearings, or by bending them cold by the hammer on the contractor's premises, and at his expense.

5. All plates to be free from lamination and injurious surface defects.

6. One plate to be taken for testing by tensile, extension, and tempering tests, from every invoice, provided the number of plates does not exceed 50. If above that number, one for every addition at 50 or portion of 50. Plates may be received or rejected without a trial of every thickness on the invoice.

7. The pieces of plate cut out for testings are to be of parallel width from end to end, or for at least eight inches of length.

When the plates are ordered by thickness, their weight is to be estimated at the rate of 40 lbs. per square foot for plates of one inch thick, and in proportion for plates of all other thicknesses, the weight so produced is not to be exceeded, but a latitude of 5 per cent. below this will be allowed for rolling in plates of half an inch in thickness and upwards, and 10 per cent. in thinner plates.

These weights may be ascertained by weighing as much as 10 tons at a time.

*Tests for Angle, Bulb or Bar Steel.*

The whole of the steel to stand a tensile strain of 26 tons to the square inch, and not to exceed 30 tons to the square inch.

Also to stand the extension and tempering tests described for plates.

All the cross ends to be cut off. One bar is to be taken for testing from every invoice, providing the number of bars does not exceed 50; if above that number, one for every additional 50, or portion of 50.

## COPY of Mr. Barnaby's Letter before referred to.

My dear Sir,

Admiralty, 13 October 1876.

WE consider that the working strains for steel and iron of a quality suitable for ship building purposes, and standing Admiralty tests, should be in proportion of the ultimate strengths, *i.e.* about  $\frac{2}{3}$ .

We have no experience yet to guide us, but I see no reason to doubt the fairness of this proportion.

The steel oxidates a little faster than iron, but more uniformly.

W. H. Barlow, Esq.

I am, &c.  
(signed) R. M. Barnaby.

— No. 6. —

(R. 2559.)

Board of Trade to Sir *J. Hawkshaw*, Colonel *Yolland*, and Mr. *W. H. Barlow*.

Sir,

Board of Trade (Railway Department),  
London, S.W., 27 March 1877.

I AM directed to acknowledge the receipt of the Report dated the 19th instant, signed by you as one of the Committee appointed by the Board of Trade in conjunction with the Institution of Civil Engineers in February 1876, to consider the practicability of assigning a safe co-efficient for the use of steel in railway structures.

In conveying to you their thanks for this valuable Report, which cannot fail to be of much use in the guidance of those connected with the construction of railway bridges and other engineering works, the Board of Trade desire me to inform you that the recommendations expressed by the Committee with regard to the conditions upon which the employment of steel for the purposes mentioned should be authorised by the Board of Trade will receive their early attention.

The Report will be presented to the House of Commons this day.

I am, &c.  
(signed) *Henry G. Calcraft*.

RAILWAY STRUCTURES (USE OF STEEL).

COPY of the REPORT of the COMMITTEE appointed by the Board of Trade to consider the practicability of assigning a safe Co-efficient for the Use of Steel in RAILWAY STRUCTURES, and the CORRESPONDENCE connected therewith.

(Mr. Edward Stanhope.)

Ordered, by The House of Commons, to be Printed,  
27 March 1877.

136.

Under 1 oz.



275

RAILWAYS  
(SIGNAL ARRANGEMENTS AND SYSTEMS OF WORKING).

---

RETURN

(*In pursuance of "The Railway Regulations Act (Return of Signal Arrangements,  
Working, &c.), 1873,"*)

BY

RAILWAY COMPANIES IN THE UNITED KINGDOM

RELATIVE TO

(1.) The Interlocking and Concentrating of Signal and Point  
Levers, &c.,

AND TO

(2.) The System or Systems upon which the Lines of Railway  
under their Control are Worked,

ON 31ST DECEMBER 1876.

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Presented to both Houses of Parliament by Command of Her Majesty.

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LONDON:  
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,  
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.  
FOR HER MAJESTY'S STATIONERY OFFICE.

1877.

[C.—1810.] Price 8d.



**RETURNS by RAILWAY COMPANIES in the UNITED KINGDOM with respect to CONNEXIONS** on the LINES of RAILWAY under their Control, viz.—1. The Number of Cases in which any Passenger Line is connected with or crossed on the Level by—(a.) Any other Passenger Line; (b.) Any Goods Line; (c.) Any Siding; (d.) Any Cross-over Road:—2. The Number of Cases in which such Connexions or Crossings have been perfected, so as to comply with the Requirements which the Board of Trade Inspecting Officers are now in the habit of making, in the case of New Lines, with respect to the following Matters:—(a.) Concentration of Signal and Point Levers; (b.) Interlocking of those Levers; (c.) The addition of Safety Points for Goods Lines and Sidings.

NAME OF RAILWAY.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Havenot.	Have.	Havenot.	Have.	Havenot.
<b>ENGLAND AND WALES.</b>	<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>	<i>g</i>	<i>h</i>	<i>k</i>	<i>l</i>
AYLESBURY AND BUCKINGHAM-	—	—	7	—	—	7	—	7	1	6
BODMIN AND WADEBRIDGE -	1	1	20	—	—	22	—	22	—	21
BRECON AND MERTHYR-TYDFIL JUNCTION:										
Main Line - - - -	31	10	77	12	42	88	39	91	17	70
Branches - - - -	15	8	38	2	21	42	21	42	12	34
Total - - - -	46	18	115	14	63	130	60	133	29	104
BRISTOL PORT RAILWAY AND PIER.	—	2	10	—	2	10	2	10	1	11
CAMBRIAN - - - -	8	2	1	2	3	10	2	11	1	2
CARMARTHEN AND CARDIGAN -	4	—	21	—	3	22	3	22	—	21
CENTRAL WALES AND CARMARTHEN JUNCTION.	2	—	15	—	2	15	2	15	—	15
CHESHIRE LINES - - - -	22	11	131	32	166	30	165	31	142	—
COCKERMOUTH, KESWICK, AND PENRITH.	13	1	18	1	29	4	33	—	17	2
COLNE VALLEY AND HALSTEAD	2	—	21	—	—	23	—	23	—	21
CORNWALL:										
Main Line - - - -	26	3	34	8	23	48	53	18	24	13
Branch - - - -	6	2	6	5	1	18	1	18	—	8
Total - - - -	32	5	40	13	24	66	54	36	24	21
CORNWALL MINERALS - -	10	5	15	1	31	—	31	—	20	—
COWES AND NEWPORT - -	1	—	—	—	1	—	1	—	—	—
DENBIGH, RUTHIN, AND CORWEN	16	2	7	—	—	25	—	25	—	9
EAST AND WEST JUNCTION -	15	—	12	2	27	2	27	2	10	2
FESTINIOG - - - -	1	2	27	—	1	29	1	29	—	29
FESTINIOG AND BLAENAU -	1	1	4	—	5	1	1	5	1	4
FURNESS:										
Main Line - - - -	7	2	83	48	63	77	62	73	57	28
Branches - - - -	6	4	39	8	27	30	27	30	13	30
Total - - - -	13	6	122	56	90	107	89	103	70	58
GREAT EASTERN:										
Main Lines - - - -	97	4	488	175	341	423	338	426	233	259
Branches - - - -	134	3	652	121	344	566	341	569	263	392
Total - - - -	231	7	1,140	296	685	989	679	995	496	651



NAME OF RAILWAY.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects :					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Havenot.	Have.	Havenot.	Have.	Havenot.
ENGLAND AND WALES—continued.										
<i>b    </i>										

\* Including the Lancashire and Yorkshire, and London and North-Western, as well as the Lancashire and Yorkshire and Lancashire Union Joint Lines.

NAME OF RAILWAY.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Havenot.	Have.	Havenot.	Have.	Havenot.
ENGLAND AND WALES— <i>continued.</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>	<i>g</i>	<i>h</i>	<i>k</i>	<i>l</i>	
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE:	<i>a</i>									
Main Line - - - -	31	23	261	126	221	220	197	244	216	68
Branches - - - -	6	20	167	91	102	182	87	197	119	68
Total - - - -	37	43	428	217	323	402	284	441	335	136
MANCHESTER, SOUTH JUNCTION, AND ALTRINCHAM.	4	—	27	18	47	2	47	2	18	9
MARYPORT AND CARLISLE:										
Main Line - - - -	—	4	56	26	57	29	57	29	33	27
Branches - - - -	—	1	20	—	11	10	11	10	10	11
Total - - - -	—	5	76	26	68	39	68	39	43	38
METHLEY - - - -	2	—	7	5	6	8	6	8	6	1
*METROPOLITAN:										
Main Line - - - -	—	—	32	9	41	—	41	—	32	—
Branch - - - -	8	—	—	—	8	—	8	—	—	—
Total - - - -	8	—	32	9	49	—	49	—	32	—
METROPOLITAN DISTRICT -	7	—	15	26	48	—	48	—	3	12
MIDLAND - - - -	219	84	1,912	342	2,000	557	1,843	714	1,564	432
MID-WALES - - - -	25	2	29	1	9	48	19	38	2	29
MONMOUTHSHIRE:										
Main Line - - - -	8	16	120	40	92	92	103	81	77	59
Branches - - - -	2	1	32	7	16	26	17	25	17	16
Total - - - -	10	17	152	47	108	118	120	106	94	75
NARBERTH ROAD AND MAEN-CLOCHOG.	1	1	9	—	11	—	11	—	10	—
NEATH AND BRECON:										
Main Line - - - -	11	2	19	—	20	12	20	12	14	7
Branch - - - -	2	7	16	—	13	12	11	14	13	10
Total - - - -	13	9	35	—	33	24	31	26	27	17
NORTHAMPTON AND BANBURY -	7	1	10	—	16	2	16	2	7	4
NORTH AND SOUTH-WESTERN JUNCTION.	5	1	10	8	19	5	19	5	8	3
NORTH-EASTERN - - - -	229	185	1,680	665	2,375	384†	2,295	464†	1,672	193‡
NORTH LONDON - - - -	13	16	25	54	104	4	108	—	40	1
NORTH STAFFORDSHIRE:										
Main Line - - - -	10	11	88	45	152	2	152	2	85	14
Branches - - - -	10	15	168	85	259	19	259	19	163	20
Total - - - -	20	26	256	130	411	21	411	21	248	34

\* Including the Metropolitan and Metropolitan District Joint Lines.

† Of which 19 are in progress.

‡ Of which 4 are in progress.

NAME OF RAILWAY.				Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:					
				Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
								Have.	Havenot.	Have.	Havenot.	Have.	Havenot.
ENGLAND AND WALES—continued.				b	c	d	e	f	g	h	k	l	
NORTH UNION:				a									
Main Line - - - -				8	3	37	9	25	32	25	32	19	21
Branch - - - -				—	4	5	1	5	5	2	8	5	4
Total - - - -				8	7	42	10	30	37	27	40	24	25
OLDHAM, ASHTON, AND GUIDE BRIDGE JUNCTION.				3	—	16	15	32	2	30	4	13	3
POTTERIES, SHREWSBURY, AND NORTH WALES.				3	1	24	2	16	14	16	14	2	23
RAVENGLASS AND ESKDALE -				—	—	7	—	7	—	7	—	7	—
RHYMNEY - - - -				4	10	70	31	74	41	74	41	47	33
RYDE AND NEWPORT - -				2	1	1	—	4	—	4	—	2	—
SCOTSWOOD, NEWBURN, AND WYLAM.				2	2	16	11	31	—	31	—	18	—
SEVERN AND WYE - - -				7	7	26	4	44	—	44	—	30	3
SHEFFIELD AND MIDLAND JUNCTION.				9	—	33	10	39	13	35	17	27	6
SOUTH-EASTERN:													
Main Line - - - -				16	1	106	113	181	55	181	55	71	36
Branches - - - -				19	2	298	146	120	345	114	351	170	130
Total - - - -				35	3	404	259	301	400	295	406	241	166
SOUTH-WESTERN AND MIDLAND RAILWAY COMPANIES (SOMERSET AND DORSET JOINT).				64	—	53	3	64	56	58	62	11	42
STAFFORD AND UTTOXETER -				2	2	5	—	4	5	4	5	3	4
PEMBROKE AND TENBY - -				—	3	16	2	—	21	—	21	2	17
TAFF VALE:													
Main Line - - - -				4	14	36	37	51	40	49	42	27	23
Branch - - - -				3	14	88	40	95	50	86	59	68	34
Total - - - -				7	28	124	77	146	90	135	101	95	57
THETFORD AND WATTON - -				8	—	24	1	33	—	33	—	18	6
TRENT, ANCHOLME, AND GRIMSBY				1	3	17	9	15	15	11	19	17	3
VALE OF TOWY - - - -				6	—	18	2	20	6	20	6	9	9
WATLINGTON AND PRINCES RISBOROUGH.				—	—	6	—	6	—	6	—	5	1
WEST LONDON EXTENSION -				3	1	3	4	9	2	9	2	4	—
WEST RIDING AND GRIMSBY -				2	—	12	16	26	4	26	4	12	—
WEST SOMERSET MINERAL -				—	—	6	—	—	6	—	6	—	6
WHITLAND AND TAFF VALE -				—	—	8	—	8	—	8	—	5	3
WHITEHAVEN, CLEATOR, AND EGREMONT.				6	5	68	27	88	18	88	18	64	9
WREXHAM, MOLD, AND CONNAH'S QUAY.				—	1	18	—	2	17	19	—	2	17



NAME OF RAILWAY.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects :					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Havenot.	Have.	Havenot.	Have.	Havenot.
SCOTLAND.	<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>	<i>g</i>	<i>h</i>	<i>k</i>	<i>l</i>
CALEDONIAN :										
Main Line - - - -	51	11	191	82	284	51	284	51	165	37
Branches - - - -	66	24	774	284	834	314	836	312	539	259
Total - - - -	117	35	965	366	1,118	365	1,120	363	704	296
CITY OF GLASGOW UNION -	4	1	7	8	20	—	20	—	8	—
GLASGOW AND KILMARNOCK JOINT :										
Main Line - - - -	5	3	28	17	53	—	53	—	30	1
Branches - - - -	4	—	14	2	20	—	20	—	10	4
Total - - - -	9	3	42	19	73	—	73	—	40	5
GLASGOW AND PAISLEY JOINT :										
Main Line - - - -	8	4	17	16	45	—	45	—	20	1
Branch - - - -	1	2	2	4	9	—	9	—	1	3
Total - - - -	9	6	19	20	54	—	54	—	21	4
GLASGOW AND SOUTH-WESTERN	34	18	347	158	283	274	279	278	179	186
GREAT NORTH OF SCOTLAND :										
Main Line - - - -	28	1	71	6	23	83	23	83	1	71
Branches - - - -	39	—	133	—	9	163	9	163	1	132
Total - - - -	67	1	204	6	32	246	32	246	2	203
HIGHLAND :										
Main Line - - - -	111	5	122	11	72	177	63	186	18	109
Branches - - - -	16	—	29	—	17	28	14	31	6	23
Total - - - -	127	5	151	11	89	205	77	217	24	132
LEVEN AND EAST OF FIFE -	1	1	22	—	—	24	—	24	1	22
NORTH BRITISH :										
Main Line - - - -	73	43	680	199	346	649	334	661	295	423
Branches - - - -	17	26	463	73	188	441	129	450	150	339
Total - - - -	90	69	1,143	272	484	1,090	463	1,111	445	767
WIGTOWNSHIRE - - - -	—	2	12	—	14	—	14	—	11	3
IRELAND.										
BELFAST AND COUNTY DOWN:										
Main Line - - - -	3	2	6	—	5	6	5	6	6	2
Branches - - - -	—	—	6	—	—	6	—	6	3	3
Total - - - -	3	2	12	—	5	12	5	12	9	5
BELFAST AND NORTHERN COUNTIES.										
Main Line - - - -	4	2	61	15	25	57	37	45	9	54
Branches - - - -	—	—	43	—	2	41	13	30	—	43
Total - - - -	4	2	104	15	27	98	50	75	9	97

NAME OF RAILWAY.	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects:					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Havenot.	Have.	Havenot.	Have.	Havenot.
IRELAND—continued.	<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>	<i>g</i>	<i>h</i>	<i>k</i>	<i>l</i>
BELFAST CENTRAL - - -	3	—	—	—	3	—	3	—	—	—
BELFAST, HOLYWOOD, AND BANGOR.	—	1	7	3	9	2	9	2	2	6
CASTLEISLAND - - -	1	1	4	—	6	—	6	—	1	4
CORK AND BANDON - -	7	—	20	4	5	26	3	28	—	20
CORK AND MACROOM DIRECT -	1	—	6	—	7	—	7	—	6	—
CORK, BLACKROCK, AND PASSAGE	—	—	2	—	1	1	1	1	—	2
DUBLIN, WICKLOW, AND WEXFORD:										
Main Line - - - -	41	26	25	6	42	71	38	75	14	49
Branches - - - -	3	11	1	—						
Total - - - -	44	37	26	6						
GREAT NORTHERN (IRELAND):										
Main Line - - - -	32	13	211	66	43	279	55	267	25	199
Branches - - - -	21	—	61	5	9	78	9	78	2	59
Total - - - -	53	13	272	71	52	357	64	345	27	258
GREAT SOUTHERN AND WESTERN:										
Main Line - - - -	12	2	49	17	20	60	20	60	11	40
Branches - - - -	3	1	89	9	22	80	23	79	5	85
Total - - - -	15	3	138	26	42	140	43	139	16	125
LONDONDERRY AND LOUGH SWILLY.	—	1	13	1	—	15	—	15	—	14
MIDLAND GREAT WESTERN:										
Main Line - - - -	15	1	65	32	39	74	40	73	12	54
Branches - - - -	75	1	77	14	52	115	53	114	15	63
Total - - - -	90	2	142	46	91	189	93	187	27	117
NEWRY AND ARMAGH - -	8	1	9	3	4	17	6	15	1	9
NEWRY, WARRENPOINT, AND ROSTREVOR.	1	—	—	—	—	1	—	1	—	—
WATERFORD AND CENTRAL IRELAND.	1	—	32	2	2	33	2	33	1	31
WATERFORD AND LIMERICK - -	8	—	70	33	16	95	8	103	21	49
WATERFORD AND TRAMORE -	—	—	3	—	—	3	—	3	—	3
WEST CORK - - - -	1	—	8	—	9	—	1	8	—	8

## SUMMARY.

	Number of Cases in which any Passenger Line is connected with or crossed on the Level by				Number of Cases in which the usual Requirements of the Inspecting Officers of the Board of Trade have or have not been complied with in the following respects :—					
	Any other Passenger Line.	Any Goods Line.	Any Siding.	Any Cross-over Road.	Concentration of Signal and Point Levers.		Interlocking of Signal and Point Levers.		Addition of Safety Points in case of Goods Lines and Sidings.	
					Have.	Have not.	Have.	Have not.	Have.	Have not.
ENGLAND AND WALES -	2,636	997	15,243	5,482	17,167	7,291	16,793	7,565	11,698	4,542
SCOTLAND - - -	458	141	2,912	860	2,167	2,204	2,132	2,239	1,435	1,618
IRELAND - - -	240	63	868	210	321	1,060	339	1,042	134	797
TOTAL UNITED KINGDOM -	3,334	1,201	19,023	6,552	19,555	10,555	19,264	10,846	13,267	6,957



COMPARATIVE STATEMENT showing the Number of Cases upon the Principal RAILWAYS in the UNITED KINGDOM in which the SIGNAL and POINT LEVERS have or have not been Interlocked in the Years 1875 and 1876 respectively.

NAME OF COMPANY.	1875.		1876.		Per-centage Interlocked.		Per-centage Increase in 1876 over 1875.
	Interlocked.	Not Interlocked.	Interlocked.	Not Interlocked.	1875.	1876.	
ENGLAND AND WALES.							
AYLESBURY AND BUCKINGHAM	—	7	—	7	Nil.	Nil.	—
BODMIN AND WADEBRIDGE	—	22	—	22	Nil.	Nil.	—
BRECON AND MERTHYR TYDFIL JUNCTION	58	132	60	133	31	31	Nil.
BRISTOL PORT RAILWAY AND PIER	1	—	2	10	—	17	—
CAMBRIAN	4	5	2	11	44	15	Nil.
CARMARTHEN AND CARDIGAN	3	1	3	22	—	12	—
CENTRAL WALES AND CARMARTHEN JUNCTION	2	15	2	15	12	12	Nil.
CHESHIRE LINES	156	45	165	31	78	—	—
COCKERMOUTH, KEDWICK, AND PENRITH	33	—	33	—	Throughout.		
COLNE VALLEY AND HALSTEAD	—	23	—	23	Nil.	Nil.	—
CORNWALL	68	26	54	36	72	60	—
CORNWALL MINERALS	—	—	31	—	Throughout.		
COWES AND NEWPORT	1	—	1	—	Throughout.		
DENBIGH, RUTHIN, AND CORWEN	—	25	—	25	Nil.	Nil.	—
EAST AND WEST JUNCTION	12	1	27	2	92	93	1
FESTINIOG	9	15	1	29	37½	3	Nil.
FESTINIOG AND BLAENAU	3	—	1	5	—	17	—
FURNESS	62	127	89	108	33	46	13
GREAT EASTERN	643	1,024	679	995	39	41	2
GREAT NORTHERN	235	115	915	326	67	74	7
GREAT WESTERN	1,631	1,212	2,312	1,184	57	66	9
HAMMERSMITH AND CITY	—	—	11	2	—	85	—
ISLE OF WIGHT	12	6	7	20	67	26	—
ISLE OF WIGHT (NEWPORT JUNCTION)	—	—	6	3	—	67	—
*LANCASHIRE AND YORKSHIRE	1,458	356	1,591	246	80	87	7
LONDON AND NORTH-WESTERN	2,425	1,069	2,624	955	69	73	4
LONDON AND NORTH-WESTERN AND GREAT WESTERN JOINT.	243	77	250	81	76	76	Nil.
LONDON AND SOUTH-WESTERN	721	340	801	274	68	75	7
LONDON, BRIGHTON, AND SOUTH COAST	477	213	555	142	69	71	2
LONDON, CHATHAM, AND DOVER	151	154	180	138	50	57	7
LONDON, TILBURY, AND SOUTHEAST	13	68	18	63	16	22	6
LONDONDERRY	—	—	—	10	Nil.	Nil.	—
MACCLESFIELD COMMITTEE	14	3	16	2	82	89	7
MANCHESTER AND MILFORD	2	13	2	13	13	13	Nil.
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE	205	506	284	441	29	39	10
MANCHESTER, SOUTH JUNCTION, AND ALTRINGHAM.	47	4	47	2	92	96	4
MARYPORT AND CARLISLE	44	56	68	39	44	64	20
METHLEY	—	—	6	8	—	73	—
METROPOLITAN	30	—	49	—	Throughout.		
METROPOLITAN DISTRICT	51	—	48	—	Throughout.		
MIDLAND	1,571	806	1,843	714	66	72	6
MID-WALES	19	38	19	38	33	33	Nil.
MONMOUTHSHIRE	119	10	120	106	53	53	Nil.
NARBRETH ROAD AND MAENCLOCHOG	—	—	11	—	Throughout.		
NEATH AND BRECON	27	26	31	26	51	54	3
NORTHAMPTON AND BANBURY JUNCTION	16	2	16	2	89	89	Nil.
NORTH AND SOUTH-WESTERN JUNCTION	6	15	19	5	29	79	50
NORTH-EASTERN	2,134	607	2,295	464†	78	84	6
NORTH LONDON	101	—	108	—	Throughout.		
NORTH STAFFORDSHIRE	103	14	411	21	88	95	7
NORTH UNION	25	42	27	40	37	41	4
OLDHAM, ASHTON-UNDER-LYNE, AND GUIDE BRIDGE JUNCTION.	5	22	30	4	19	88	69
PEMBROKE AND TENBY	—	20	—	21	Nil.	Nil.	—
POTTERIES, SHREWSBURY, AND NORTH WALES	15	11	16	14	58	53	Nil.
RAVENGLASS AND ESKDALE	—	—	7	—	Throughout.		

\* Including the Lancashire and Yorkshire, and London and North Western, and the Lancashire, and Yorkshire and Lancashire Union Joint Lines.

† 19 of which are in progress.

## COMPARATIVE STATEMENT—continued.

NAME OF COMPANY.	1875.		1876.		Per-centage Interlocked.		Per-centage Increase in 1876 over 1875.
	Interlocked.	Not Interlocked.	Interlocked.	Not Interlocked.	1875.	1876.	
ENGLAND AND WALES—continued.							
RHYMNEY - - - - -	34	41	74	41	45	64	19
RYDE AND NEWPORT - - - - -	2	—	4	—	Throughout.		
SCOTSWOOD, NEWBURN, AND WYLAM - - - - -	17	—	31	—	Throughout.		
SEVERN AND WYE - - - - -	44	—	44	—	Throughout.		
SHEFFIELD, AND MIDLAND JOINT COMMITTEE - - - - -	39	24	35	17	62	67	5
SOUTH EASTERN - - - - -	261	433	295	406	38	41	3
SOUTH WESTERN AND MIDLAND - - - - -	16	14	58	62	53	49	—
STAFFORD AND UTTOXETER - - - - -	7	—	4	5	100	45	—
TAFF VALE - - - - -	94	115	135	101	45	57	12
THETFORD AND WATTON - - - - -	4	11	33	—	27	100	73
TRENT, ANCHOLME, AND GRIMSBY - - - - -	7	20	11	19	26	27½	1½
VALE OF TOWEY - - - - -	—	—	20	6	—	77	—
WATLINGTON AND PRINCES RISBOROUGH - - - - -	6	—	6	—	Throughout.		
WEST LONDON EXTENSION - - - - -	9	2	9	2	82	82	Nil.
WEST RIDING AND GRIMSBY - - - - -	—	—	26	4	—	87	—
WEST SOMERSET MINERAL - - - - -	—	6	—	6	Nil.	Nil.	—
WHITEHAVEN, CLEATOR, AND EGREMONT - - - - -	78	18	88	16	81	85	4
WHITLAND AND TAF VALE - - - - -	—	—	8	—	Throughout.		
WREXHAM, MOLD, AND CONNAH'S QUAY - - - - -	18	1	19	—	95	100	5
TOTAL, ENGLAND AND WALES - - - - -	13,872	8,235	16,793	7,565	63	69	6
SCOTLAND.							
CALEDONIAN - - - - -	304	150	1,120	63	67	95	28
CITY OF GLASGOW UNION - - - - -	11	—	20	—	Throughout.		
GLASGOW AND KILMARNOCK JOINT LINE - - - - -	54	—	73	—	Throughout.		
GLASGOW AND PAISLEY JOINT LINE - - - - -	57	6	54	—	90	100	10
GLASGOW AND SOUTH-WESTERN - - - - -	211	324	279	278	39	50	11
GREAT NORTH OF SCOTLAND - - - - -	32	246	32	246	12	12	Nil.
HIGHLAND - - - - -	61	208	77	217	23	23	Nil.
LEVEN AND EAST OF FIFE - - - - -	—	24	—	24	Nil.		
NORTH BRITISH - - - - -	415	1,187	463	1,111	26	29	3
WIGTOWNSHIRE - - - - -	13	—	14	—	Throughout.		
TOTAL, SCOTLAND - - - - -	1,158	2,145	2,132	2,239	35	49	14
IRELAND.							
BELFAST AND COUNTY DOWN - - - - -	14	4	5	12	78	71	Nil.
BELFAST AND NORTHERN COUNTIES - - - - -	50	76	50	75	40	40	Nil.
BELFAST CENTRAL - - - - -	—	—	3	—	Throughout.		
BELFAST, HOLYWOOD, AND BANGOR - - - - -	4	—	9	2	—	82	—
CASTLEISLAND - - - - -	4	—	6	—	Throughout.		
CORK AND BANDON - - - - -	3	28	3	28	10	10	Nil.
CORK AND MACROOM DIRECT - - - - -	1	1	7	—	50	100	50
CORK, BLACKROCK, AND PASSAGE - - - - -	1	1	1	1	50	50	Nil.
DUBLIN, WICKLOW, AND WEXFORD - - - - -	28	70	38	75	29	34	5
GREAT NORTHERN (IRELAND) - - - - -	—	—	64	345	—	16	—
GREAT SOUTHERN AND WESTERN - - - - -	17	142	43	139	11	23	12
LONDONDERRY AND LOUGH SWILLY - - - - -	—	13	—	15	Nil.		
MIDLAND GREAT WESTERN - - - - -	47	229	93	187	17	32	15
NEWRY AND ARMAGH - - - - -	2	1	6	15	—	29	—
NEWRY, WARRENPOINT, AND ROSTREVOR - - - - -	1	—	—	1	Nil.		
WATERFORD AND CENTRAL IRELAND - - - - -	1	33	2	33	3	6	3
WATERFORD AND LIMERICK - - - - -	8	103	8	103	7	7	Nil.
WATERFORD AND TRAMORE - - - - -	—	3	—	3	Nil.		
WEST CORK - - - - -	1	—	1	8	—	11	—
TOTAL, IRELAND - - - - -	246	908	339	1,042	21	25	4
TOTAL, UNITED KINGDOM - - - - -	15,276	11,288	19,264	10,846	53	64	6

RETURN, in compliance with the REGULATION of RAILWAYS ACT, 1873, showing the System Worked on

RAILWAY COMPANY.	Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.		Portions of the Company's Railway						
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	Worked by Telegraph.						
			On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		
ENGLAND AND WALES.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m.
AYLESBURY AND BUCKINGHAM.	—	12 35	-	-	—	—	-	-	—
BODMIN AND WADEBRIDGE.	—	14 0	-	-	—	—	-	-	—
BRECON AND MERTHYR	—	58 74	Brecon -	Pontsticill Junc.	—	17 31	-	-	—
			Pontsticill -	Rhydyar "	—	6 12	-	-	—
			Pontsticill -	Pant "	—	1 33	-	-	—
			Pant -	Derri "	—	7 03	-	-	—
			South Bargoed Junction.	Gilfach "	—	0 62	-	-	—
			Gilfach Junction	Rhymney -	—	5 55	-	-	—
			Gilfach "	Bassaleg -	—	15 10	-	-	—
					—	53 46	-	-	—
BRISTOL PORT RAILWAY AND PIER.	—	5 61	-	-	—	—	-	-	—
CAMBRIAN	8 75	167 48	Whitchurch -	Aberystwith -	8 75	86 48	-	-	—
			Glandovey -	Pwllheli -	—	53 13	-	-	—
			Moat Lane -	Llanidloes -	—	7 55	-	-	—
					8 75	147 36	-	-	—
CARMARTHEN AND CARDIGAN.	—	18 62	Carmarthen -	Llandyssil -	—	17 62	-	-	—
CENTRAL WALES AND CARMARTHEN JUNCTION.	—	13 25	Carmarthen Valley Junction.	Abergwilly Junction.	—	13 25	-	-	—
CHESHIRE LINES	99 71	2 72	Liverpool Central Station.	Godley Junction	42 71	—	Manchester	Altrincham	8
			Glazebrook Junc.	Cornbrook "	8 03	—	-	-	—
			Skelton "	Broadheath "	0 43	—	-	-	—
			Skelton "	Deansgate "	0 30	—	-	-	—
			Altrincham "	Peel Causeway -	0 53	—	-	-	—
			Peel Causeway -	Mouldsworth -	30 65	—	-	-	—
			Mouldsworth -	Chester -	7 47	—	-	-	—
			Mouldsworth -	Helsby -	—	2 72	-	-	—
			Woodley Junc. -	Apethorn Junc.	0 29	—	-	-	—
					91 21	2 72	-	-	8
COCKERMOUTH, KESWICK, AND PENRITH.	—	31 14	Cockermouth -	Penrith -	—	31 14†	-	-	—
COLNE VALLEY AND HALSTEAD.	—	19 0	-	-	—	—	-	-	—
CORNWALL	1 20	64 0	Throughout -	-	1 20	64 0	-	-	—
CORNWALL MINERALS	—	24 35	Fowey -	New Quay -	—	24 35	-	-	—
					—	—	-	-	—
COWES AND NEWPORT	—	4 20	-	-	—	—	-	-	—
DENBIGH, RUTHIN, AND CORWEN.	—	18 58	-	-	—	—	-	-	—
EAST AND WEST JUNCTION	—	33 20	-	-	—	—	-	-	—
FESTINIOG	—	13 20	Minford Junction	Boston Lodge -	—	0 75	-	-	—
			Duffys -	Glany Pwll -	—	0 44	-	-	—
					—	1 39	-	-	—





RAILWAY COMPANY.			Portions of the Company's Railways,												
Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.			Worked by Telegraph.												
Consisting of Two or more Lines of Rails.			Consisting of a Single Line of Rails only.			On the Absolute Block System.		Distance of Double Line.		Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.		On the Permissive Block System.		Distance of Double Line.	
ENGLAND AND WALES—continued.															
FESTINIOG AND BLAENAU.			m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	
FURNESS - - -			64 0	35 22	Carnforth - -	Barrow - -	28 40	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
						Salthouse Curve.	0 34								
						Millwood Curve.	0 51								
					Milwood Junction -	Whitehaven -	31 75			10 78					
					Foxfield - -	Coniston - -	- - -			10 07					
					Plumpton - -	Lake Side - -	2 40			5 60					
					Arnside - -	Hincaster - -	- - -			5 23					
					Roose - -	Piel - -	- - -			*3 14					
							64 0			35 22					
GARSTANG AND KNOT END.			- - -	7 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
GREAT EASTERN			**455 75	**393 25	Liverpool Street -	Enfield - -	10 62			- - -					
					Hackney Downs Junction.	Copper Mills Junction.	1 67			- - -					
					Clapton Junction -	Chingford - -	5 59			- - -					
					Bethnal Green Junction.	East Suffolk Junction, Ipswich.	68 34			- - -					
					East Suffolk Junction.	Saxmundham Junction.	21 79			- - -					
					Manningtree Junction.	Mistley - -	1 52			- - -					
					Mistley - -	Harwich - -	- - -			8 97					
					Stratford (Central Junction.)	Brandon - -	84 62			- - -					
					Thetford - -	Harling Road -	7 71			- - -					
					Stratford (Western Junction.)	Woolwich - -	5 01			- - -					
					Victoria Park	Stratford, Southern Junction,	1 29			- - -					
					Chobham Farm Junction, Stratford.	Fork Junction, Stratford.	0 38			- - -					
					Southern Junction, Stratford.	Eastern Junction, Stratford.	0 19			- - -					
					Stratford, (Loughton Branch Junction).	Loughton - -	6 78			- - -					
					Fenchurch Street -	Blackwall - -	3 41			- - -					
					Stepney - -	Bow Junction -	1 59			- - -					
					Magdalen Road Junction.	Lynn Harbour Junction.	4 45			- - -					
					Loop Junction, March.	Wisbeach Junction, March.	0 68			- - -					
					Peterborough Stand-ground Junction.	Peterborough Junction.	1 14			- - -					
					Cambridge - -	Newmarket - -	13 66			- - -					
					Newmarket - -	Bury - -	- - -			14 45					
					Chesterton Junction	St. Ives Junction -	12 50			- - -					
					Norwich, Thorpe -	Brundall - -	5 66			- - -					
					Whittingham Junction.	North Walsham -	- - -			14 05					
							261 20			37 67					

\*\* The following portions of line, included in the

Worked in accordance with the Company's Rules and Regulations.			Double Line.			Worked in accordance with the Company's Rules and Regulations.			Double Line.		
From	To	m. ch.	From	To	m. ch.	From	To	m. ch.	From	To	m. ch.
Broxbourne Junction -	Hertford - - -	5 50	March, Wisbeach Junction -	Peterborough Standground Junction.	13 26	March, Wisbeach Junction -	Peterborough Standground Junction.	13 26	March, Wisbeach Junction -	Peterborough Standground Junction.	13 26
Brandon - -	Thetford - - -	7 15	Hilgay Fen - - -	Downham - - -	4 46	Hilgay Fen - - -	Downham - - -	4 46	Hilgay Fen - - -	Downham - - -	4 46
Harling Road - -	Norwich, Thorpe Junction -	22 22	Lynn Harbour Junction -	Lynn - - -	1 47	Lynn Harbour Junction -	Lynn - - -	1 47	Lynn Harbour Junction -	Lynn - - -	1 47
St. Ives Junction -	March Junction - -	18 18	Brundall - - -	Reedham - - -	6 36	Brundall - - -	Reedham - - -	6 36	Brundall - - -	Reedham - - -	6 36
March Junction - -	Wisbeach - - -	7 52	Ipswich, East Suffolk Junction	Norwich, Victoria - -	44 44	Ipswich, East Suffolk Junction	Norwich, Victoria - -	44 44	Ipswich, East Suffolk Junction	Norwich, Victoria - -	44 44
Ely, Peterborough Branch Jn.	March, Loop Line Junction	13 21	Saxmundham Junction -	Yarmouth South Town -	30 20	Saxmundham Junction -	Yarmouth South Town -	30 20	Saxmundham Junction -	Yarmouth South Town -	30 20

total length, are not included in the above return.

B 4



RAILWAY COMPANY.		Total Length of the Company's Railway open for <i>Passenger Traffic</i> , and of all other Railways open for <i>Passenger Traffic</i> which are worked by them.		Portions of the Company's Railways.												
				Worked by Telegraph.												
				Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	Distance of Double Line.					
ENGLAND AND WALES—continued.																
GREAT NORTHERN		m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m. ch.						
		469 22	167 60	King's Cross	Shaftholme	160 0	—	Boston	Grimsby	47						
				Wakefield (West-gate).	Leeds	9 76		Baldock	Shepreth	13						
				Leeds	Bradford	9 38		Lincoln	Honington	18						
				Laister Dyke	Bowling Junction	1 70		Spalding	March	19						
				Laister Dyke	Batley	8 15										
				Wrenthorpe	Dewsbury	5 33										
				Drighlington Junction.	Ardsley	5 36										
				Finsbury Park	High Barnet	9 60										
				Park Junction	Alexandra Park	1 50										
				Wood Green	Enfield	4 15										
				Cambridge Junction, Hitchin.	Baldock	4 40										
				Barkstone	Ancaster	5 4										
				Grantham Jn.	Nottingham	21 63										
				Werrington Jn.	Black Carr Jn.	93 0										
				Laister Dyke	Shipley	6 40										
				Finsbury Park	Canonbury	1 40										
				Colwick East and West Junctions.	Pinxton	18 73										
				Allington Jn.	Barkstone East Junction.	4 9										
						371 22										98
GREAT WESTERN		m. ch.	m. ch.	Section 1.—Paddington to Penzance:*												
		951 23	842 4	Paddington	†Plymouth	232 34	14 48 <sup>a</sup>									
				Truro	Penzance	—	25 63									
				West London Junction.	North Pole Junction.	0 32										
				Southall	Brentford	3 47										
				Hungerford	Devizes	—	24 14 <sup>a</sup>									
				Bristol (B. and S.W. Junction.)	Ashley Hill	2 22										
				Stapleton Road	New Passage	—	9 57									
				Bristol	Radstock	—	15 16									
				Radstock	Mells	2 67										
				Wells	Frome (Radstock Junction).	—	5 32									
				Frome	Weymouth	20 61	32 19 <sup>a</sup>									
				Bathampton	Bradford	—	7 14 <sup>a</sup>									
				Bradford	Bradford Junction	1 73										
				Thingley Junction	†Frome	19 47										
				Westbury Junction	Salisbury	4 37	19 57 <sup>a</sup>									
				Yatton	Wells	—	17 39									
				Yatton	Clevedon	—	3 44									
				Weston Junction	Weston	1 38										
				Durston	Yeovil	—	19 75									
				Junction near Taunton.	Chard	—	12 63									
				Morton Junction, Taunton.	Watchet	—	14 49									
				Tiverton Junction	Tiverton	—	4 57									
				Bristol	Portishead	—	9 44									
				Norton Junction	Barnstaple	—	42 28									
				Wacket	Minehead	—	8 07									
				Tiverton Junction	Hemyock	—	7 29									
				Lidford	Launceston	—	12 40 <sup>a</sup>									
				Aller	Kingswear	1 32	12 14 <sup>a</sup>									
				Moreton Branch	—	—	12 05 <sup>a</sup>									
				Ashburton Branch	—	—	9 16 <sup>a</sup>									
				Lidford	Marshmills	—	19 24									
						291 10	359 54									
				Section 2.—Swindon to New Milford:												
				Swindon	Bullo, East Box	48 55		Johnston	New Milford	4						
				Bullo, West Box	Lydney	7 4										
				Chepstow	Portskewett	4 44										
				Maindee Jn., East	Maindee Junction, North Box.	0 17										
				Maindee Jn., West	Ditto	0 20										

[illegible]

RAILWAY COMPANY.		Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.	Portions of the Company's Railways							
			Worked by Telegraph.							
		Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.	Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.			
ENGLAND AND WALES—continued.										
GREAT WESTERN—continued		m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m. ch.
				Section 2.—Swindon to New Milford—cont.						
				Maindee Jn., East	Western Valley Jn.	1 74	—	—	—	—
				Cardiff - -	Pencoed - -	16 27	—	—	—	—
				Bridgend, West Box.	Stormy - -	4 7 <sup>a</sup>	—	—	—	—
				Stormy - -	Pyle Sidings -	1 25	—	—	—	—
				Neath - -	Dynevor - -	2 10 <sup>b</sup>	—	—	—	—
				Neath, South Wales.	Neath, Vale of Neath.	0 66	—	—	—	—
				Neath, Vale of Neath.	Neath, Neath, and Brecon Junction	0 28	—	—	—	—
				Llansamlet -	Gower Road -	8 0	—	—	—	—
				Landore - -	Swansea - -	1 32	—	—	—	—
				Carmarthen -	Llanstephan Crossing.	0 43	—	—	—	—
				Clynderwen -	Whitland - -	5 29	—	—	—	—
				Haverfordwest	Johnston - -	4 54	—	—	—	—
				Grange Court	Rotherwas - -	—	21 34 <sup>a</sup>	—	—	—
				Barnwood Jn. -	Lansdown Jn. -	5 30	—	—	—	—
				Barnwood Jn. -	Asylum Lane Junction.	0 49	—	—	—	—
				Llantrissant -	Mwynddy Jn. -	0 52	—	—	—	—
				Mwynddy Jn. -	Mæsaraul - -	—	0 66 <sup>a</sup>	—	—	—
				Wye Valley -	Monmouth, Troy Station.	—	13 8	—	—	—
				Llanelly Line -	- - -	—	28 45 <sup>a</sup>	—	—	—
						114 26	63 73			4
				Section 3.—Didcot to Chester.						
				Didcot Avoiding Line - - -	- - -	1 1	—	—	—	—
				Didcot - -	Oxford - -	10 28	—	—	—	—
				Anyho - -	King's Sutton -	2 22	—	—	—	—
				Leamington -	Warwick - -	1 76	—	—	—	—
				Warwick - -	Hatton - -	4 12 <sup>b</sup>	—	—	—	—
				Bordesley Jn. -	Stafford Road -	15 18	—	—	—	—
				Swan Village -	Great Bridge -	1 26	—	—	—	—
				Priestfield -	Stourbridge -	9 69	—	—	—	—
				Handsworth Jn.	Stourbridge -	8 36	—	—	—	—
				Stafford Road Jn.	Wellington -	17 66	—	—	—	—
				Ketley - -	Madeley Jn. -	—	8 17	—	—	—
				Lightmoor Junction.	Coalbrookdale Jn.	2 24	—	—	—	—
				Llangollen Road	Chirk - -	3 57	—	—	—	—
				Wheatsheaf -	Rossett - -	3 28	—	—	—	—
				Llangollen Jn. -	Dolgelly - -	—	44 20	—	—	—
				Gobowen - -	Oswestry - -	—	2 25 <sup>a</sup>	—	—	—
						81 63	54 62			
				Section 4.—Wolvercote Junction to Wolverhampton.						
				Witney - -	Fairford - -	—	14 8	—	—	—
				Camden - -	Honeybourne -	4 62	—	—	—	—
				Worcester, Rainbow Hill.	Tunnel Junction, Worcester.	0 28	—	—	—	—
				Worcester, Norton Junction.	Abbotswood -	0 62	—	—	—	—
				Worcester, Norton Junction.	Stourbridge† -	25 18	—	—	—	—
				Hartlebury -	Colham Junction	—	39 54 <sup>a</sup>	—	—	—
				Bromyard Jn. -	Yearsett - -	—	7 5	—	—	—
						31 10	60 67			

\* With train staff also.

† Exclusive of Station Yard.



[illegible]

erminster worked by single needle and bell communication.

<sup>b</sup> Up line only.

RAILWAY COMPANY.	Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.		Portions of the Company's Rail					
			Worked by Telegraph.					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.	Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		
ENGLAND AND WALES—continued.								
GREAT WESTERN—continued.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To
	—	—	Section 5.—Worcester to Swansea.					
			Worcester, Shrub Hill.	Shelwick Junction.	26 73	1 56 <sup>a</sup>	Redhill Jn.	Tram Inn <sup>c</sup> -
			Tenbury - -	Bewdley - -	—	15 32	Pontrilas -	Pandy <sup>c</sup> -
			Ross - -	Monmouth - -	—	12 33	Llanfihangel	Abergavenny Junction. <sup>b</sup>
			Hereford, Worcester Sidings.	Red Hill Jn. -	2 21		Little Mill Junction.	Pontypool Rd. <sup>c</sup>
			Redhill Junction	Tram Inn <sup>b</sup> -	—		Pontypool Road, West.	Cwmglyn <sup>c</sup>
			Pontrilas - -	Pontrilas - -	5 67		Blaendare -	Crumlin Jn. <sup>c</sup>
			Pandy - -	Pandy <sup>b</sup> - -	—		Quaker's Yard Stn.	Quaker's Yd. Junction <sup>c</sup>
			Llanfihangel -	Llanfihangel -	2 32		Hirwain Ponds.	Glyn Neath <sup>b</sup>
			Abergavenny Junction.	Abergavenny Junction <sup>c</sup> .	—			
			Littlemill Junction.	Littlemill Junction.	8 70			
			Cwm Glyn - -	Pontypool Road <sup>b</sup>	—			
			Blaendare - -	Blaendare - -	0 69			
			Crumlin Junction	Crumlin Junction <sup>b</sup> .	—			
			Quaker's Yard Junction.	Quaker's Yard Junction.	9 59			
			Quaker's Yard Junction.	Quaker's Yard Junction, East Box. <sup>c</sup>	0 40			
			Quaker's Yard Junction, East Box.	Hirwain - -	10 25	0 32 <sup>a</sup>		
			Glyn Neath -	Resolven <sup>c</sup> -	3 14			
			Hirwain Junction	Cyfarthfa Crossing	—	6 52 <sup>a</sup>		
			Cyfarthfa Crossing	Rhydyar Junction.	0 20			
			Gelly Tarrw -	Dare Junction -	—	2 38 <sup>a</sup>		
			Pontypool Road, East.	Coed-y-gric (East).	—			
			Pontypool Road, East.	Panteg - -	—			
			Pontypool Road, South.	Panteg - -	0 67			
			Pontypool Road, South.	Maindee Junction, North.	8 50			
					80 47	39 3		
			SUMMARY :—					
			Section 1 -		291 10	359 54		
			„ 2 -		114 26	63 73		
			„ 3 -		81 63	54 62		
			„ 4 -		31 10	60 67		
			„ 5 -		80 47	39 3		
					598 76	578 19 <sup>a</sup>		
			Sections upon which the Block System is being introduced.					
			Pencoed - -	Bridgend - -	3 68	—		
			Pyle Sidings -	Llansamlet -	13 30			
			Maesteg - -	Coynant - -	1 41			
			Oxford - -	Wolvercot Junction.	2 57			
			Abingdon - -	Radley - -	2 34			
			Droitwich Junction.	Stoke Junction -	4 3			
					27 73			

<sup>b</sup> Up line only.

r Railways worked by them.

worked by the Electric Telegraph, but not on either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.

Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

										REMARKS.
		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.)	Train Porter System. (2.)	Train Staff System. (3.)	worked by them for Goods and Mineral Traffic only.	
		Distance.				Distance.	Distance.	Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
Pontypool Road, South.	Pontypool Road, South.	0 28	—	Leominster	Kington	—	—	13 25	1 25	
Pontypool Road, South.	Pontypool Road, South.	0 30	—	Titley	Eardisley	6 73	—	—	—	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Titley	Presteign	5 58	—	—	0 57	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Kington	New Radnor	6 40	—	—	—	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Little Mill Junction.	Monmouth(Troy)	—	—	16 18	2 74	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	
Pontypool Road, South.	Pontypool Road, South.	0 25	—	Monmouth(Troy)	May Hill Stn.	—	—	0 59	0 40	



RAILWAY COMPANY.	Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.		Portions of the Company's Railway							
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	Worked by Telegraph.				Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		
			On the Absolute Block System.		Distance of Double Line.					
ENGLAND AND WALES—continued.										
GREAT WESTERN—continued.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To		
	—	—	-	-	—	—	-	-	-	-
HAMMERSMITH AND CITY	3 74	—	Bishop's Road	Hammersmith and Shepherd's Bush Junction.	3 74					
HOYLAKE AND BIRKENHEAD	—	5 32	-	-	—	—	-	-	-	-
ISLE OF WIGHT	1 0	10 27	Ryde	Brading	1 0	2 41	-	-	-	-
ISLE OF WIGHT (NEWPORT JUNCTION).	—	8 55	-	-	—	—	-	-	-	-
LANCASHIRE AND YORKSHIRE.	398 22	26 0	Victoria (Manchester).	Rochdale (Canal Bridge).	10 60	—	-	-	-	-
			Rochdale	Wakefield	37 9					
			Wakefield (Whit-ham's Siding).	Goole, Mineral Junction.	26 65					
			Victoria	Staley Bridge	8 0					
			Facit	Wardleworth	—	4 28				
			Oldham (Central)	Werneth	1 40					
			Towneley	Cliviger	1 40					
			Milner Royd	Bradford Junction.	10 69					
			(Except through Halifax and Low Moor Stations.)							
			Stainland	Dryclough Jn.	2 40					
			Springwood Jn.	Penistone	13 3					
			Pontefract	Methley Junction	4 60					
			Victoria	Bury Junction, Bolton.	10 34					
			Bolton	Liverpool	28 59					
			Sandhills Jn.	Kirkdale Jn.	0 40					
			Walton Junction	Preston	25 20					
			Preston Junction	Burnley, Gannow Junction.	19 29					
			Lostock Junction	Euxton Junction	11 60					
			Bolton	Astley Bridge Junction.	0 63					
			Daisy Field Junction.	Chatburn	11 73					
			Bury Junction, Bolton.	Castleton	10 61					
			Newchurch	Stacksteads	—	1 2				
			Clifton Junction	Accrington	18 19					

Other Railways worked by them.

Worked by the Electric Telegraph, but not on either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.

Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.)	Train Porter System. (2.)	Train Staff System. (3.)		
				From	To	m. ch.	m. ch.	m. ch.	m. ch.	
Sections not included in the accompanying Return that are worked simply by Signals—continued.										
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
du -	Brynmenin -	—	0 59							
nton -	Cardiff -	0 53								
ver Road -	Carmarthen Bridge	25 63								
nderwen -	Haverfordwest Station.	11 68								
lvercot Junc-	Anyho -	14 3								
on.										
g's Sutton -	Leamington -	23 35								
ton -	Bordesley -	15 46								
llington (Mar-	Nantwich Junc-	26 72								
et Drayton	tion.									
unction).										
ewsbury -	Chirk -	20 62								
ngollen -	Wheatsheaf Jn. -	6 65								
sett -	Saltney Junction	5 44								
lvercot Junc-	Campden -	30 47								
on.										
neybourne -	Norton Junction	15 44								
rocester Sidings	Barrs Court Junc-	0 48								
	tion.									
herwas Jn. -	Barrs Court -	1 15								
dygear Jn. -	Merthyr -	0 43								
wain -	Hirwain Ponds -	0 77								
wain Ponds -	Neath Junction -	Up line only.								
		264 44	0 59							
						5 32				
ding -	Ventnor -	—	7 66						0 42	Brading to Brading Quay.
				Sandown -	Newport (Pant Mill).	8 55				
ains telegraphed by message or by special wires between stations cabins.		119 24	11 55	Royton Junction	Royton -	—	—	1 20		
				Lockwood Junction.	Meltham -	—	—	3 3		
				Rawtenstall -	Newchurch -	—	1 76			
				Stacksteads -	Bacup -	—	1 16			
				Woolley Tunnel -	Barnsley Branch	1 40				
									1 50	Silkstone Branch.
									1 71	Ardwick Branch.
									0 24	Beswick Branch.
									1 1	Oldham Road Branch.
									0 35	Salford Incline.
									2 45	Ovenden Branch.
									0 72	North Docks Branch.
									5 30	North Mersey Branch.
									0 70	Heap Bridge Branch.
									2 0	Hoddlesden Branch.

## RAILWAY COMPANY.

Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.

TO BE WORKED BY TELEGRAPH. Worked by Telegraph.

	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
ENGLAND AND WALES—continued.								
LANCASHIRE AND YORKSHIRE—continued.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To
	—	—	Rainford Junction.	Ormskirk -	6 29			
			Entwistle -	Slough -	2 62			
			Rose Grove Junction.	Padiham -	2 0			
			Kirkham <i>via</i> Lytham.	Blackpool.	12 63			
			Goods Cabin -	Hounds-hill.	0 40			
				Blackpool Station.				
					278 78	5 30		

\* Up line only.

† Down line only.





RAILWAY COMPANY.	Total Length of the Company's Railway open for <i>Passenger Traffic</i> , and of all other Railways open for <i>Passenger Traffic</i> which are worked by them.		Portions of the Company's Railway					
			Worked by Telegraph.					
			On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.						
ENGLAND AND WALES— <i>continued.</i>								
LONDON AND NORTH-WESTERN— <i>continued.</i>	m. ch. 1,128 49	m. ch. 280 41	From Halton Junction	To Frodsham Junction.	m. ch. 1 20	m. ch. —	From —	To —
			Preston Junction, South.	Golborne Junction.	0 40			
			Winwick Junction.	Earlestown Junction.	1 37			
			Ince Moss Junction.	Platt Bridge Junction.	0 43			
			Crewe - -	Stockport - -	24 28	—	Edgeley Junction.	Cheadle -
			Stockport - -	Guide Bridge -	5 35			
			Staleybridge -	Heaton Lodge -	21 43			
			Thornhill Junction.	Leeds, Copley Hill.	10 0			
			Heaton Norris -	Ardwick - -	4 35			
			Greenfield -	Lees - -	2 12			
			Bradley Wood -	Bradley Junction	1 17			
			Cheadle - -	Northenden Junction.	1 40			
			Cheadle Hulme -	Macclesfield -	9 45			
			Eccles Junction	Bolton Junction	7 25			
			Kenyon Junction	Manchester (Victoria).	12 78			
			Preston - -	Tebay - -	53 0	—	Tebay -	Shap Summit
			Shap Summit -	Woodbank -	29 35	—	Woodbank -	Carlisle -
			Whitehaven -	Workington -	7 35			
			Crewe - -	Chester - -	21 9	—	- - -	- - -
			Chester - -	Holyhead - -	84 15			
			Broughton Hall -	Hope - -	4 23			
			Menai Bridge -	Carnarvon -	7 65			
			Carnarvon -	Llanberis - -	—	8 39	- - -	- - -
			Carnarvon -	Llanwnda - -	—	3 20		
			Nantwich Junction.	Crewe, Salop Junction.	4 48	—	Stafford -	Wellington Junction.
			Whitchurch, Chester Junction.	Tathenhall, Chester Junction.	14 15	—	Shrewsbury, Crewe Junction.	Nantwich Junction
			Craven Arms -	Knighton -	12 17	—	- - -	- - -
			Knighton -	Llanbister Road	—	9 32		
			Llanbister Road	Penybont Junction.	6 8			
			Penybont Junction -	Penybont Station	—	0 44*		
			Penybont Station	Llandrindod -	3 42			
			Llandrindod -	Llandovery -	—	27 37		
			Abergavenny Junction.	Clydach Junction	6 40			
			Clydach Junction	Gellavelln Junction.	—	1 54*		
			Gellavelln Junction.	Nantybwch -	5 60			
			Rhymney Bridge	Dowlais - -	—	3 40		
			Brynmawr -	Blaenavon -	—	4 20		

Other Railways worked by them.

Worked by the Electric Telegraph, but not on either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.

Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

Time or Fixed Signal System.

				Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	Distance of Double Line.	System as above (1.)	Train Porter System. (2.)	Train Staff System. (3.)	Distance.	Distance.	Distance.	
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	From	To	m. ch.
				Haydock Junction.	Old Ford -	-	-	-	1 0			
				Wapping Tunnel	- - -	-	-	-	1 49			
				Waterloo Tunnel	- - -	-	-	-	2 62			
				Carter's House Junction.	West Deviation, Widnes.	-	-	-	1 0			
				Parkside -	Preston Junction	-	-	-	0 20			
				Dallam Branch -	-	-	-	-	0 60			
				Northwich	Sandback -	-	-	9 20				
				Whaleybridge -	Cromford -	-	-	-	33 0	Ardwick Junction.	London Road Junction, Manchester.	0 38
				Patricroft Junction.	Clifton Junction	-	-	-	3 43			
				Delph Junction	Delph Station -	-	-	1 51		Edgeley Junction.	Buxton -	19 0
				Kirkburton Junction.	Kirkburton Junction.	-	-	4 26		Lees -	Oldham, Mumps Junction.	3 47
				Birstal Junction	Birstal Station -	-	-	1 71				
				Farnley Junction	Farnley Iron Works.	-	-	-	1 0			
				Morecambe -	Hesk Bank Junction.	-	-	2 35		Low Gill Junction.	Ingletton -	18 40
				Maryport Dock Branch.	- - -	-	-	-	0 70	Oxenholtm Workington	Windermere	10 20
										Workington	Maryport	5 20
											Cocker-mouth.	8 40
Junc-	Broughton Hall.	1 29	-	Holyhead Station	Holyhead Pier -	-	-	1 5				
-	Denbigh -	20 27		Foryd Station -	Foryd Pier -	-	-	-	0 57			
l Junc-	Foryd Station.	0 22		Padeswood -	Coed Talon -	-	-	-	2 30			
udno	Llandudno Station.	3 14		Coed Talon -	End of London and North-western Line on Ffrith Branch.	-	-	-	1 13			
udno	Bettws-y-Coed.	-	15 16	Coed Talon -	Mold (Gas lane Junction).	-	-	-	4 22			
nda -	Afon Wen -	-	14 68	Junction with Ffrith Branch.	Junction with Mold and Trydyn Branch.	-	-	-	0 26			
l Station	Denbigh -	-	8 59									
ven -	Amlwch -	-	17 46	Prestatyn -	Dyserth -	-	-	-	2 69			
-	-	-	-	Pen-y-groes -	Nantlle -	-	-	1 34				
				Wellington	Coalport -	-	-	9 40				
				Ebbw Vale Junction.	Ebbw Vale -	-	-	1 40				
				Gower Road -	Penclawdd -	-	-	3 5				
				Nantybwlch -	Tredegar -	-	-	1 74				
				Bedwelty -	Tredegar Junction.	-	-	7 7				
				Tredegar Junction (Sirhowy)	Tredegar Junction (Gloky).	-	-	-	0 17			
				Waenavon Junction.	Waenavon Colliery.	-	-	-	0 60			

\* Under absolute block system without train staff. Total, 2 m. 18 ch.



RAILWAY COMPANY.	Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.		Portions of the Company's Railways									
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	Worked by Telegraph.									
			On the Absolute Block System.				Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	
ENGLAND AND WALES—continued.												
LONDON AND NORTH-WESTERN—continued.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.		
	1,128 49	280 41	Pontardulais -	Gower Road -	—	5 3						
			Gower Road -	Killay -	2 62							
			Killay -	St. Helen's Junc.	—	3 49						
			St. Helen's Junc.	Swansea -	0 76							
		Nine Mile Point	Tredegear Junction Station.	4 32								
		Bedwelty -	Tredegear -	1 75								
					835 68	73 18						66
Add - - - -	45 40	15 29	For two extra lines between Camden and Bletchley.		45 40							
			For third line between Nuneaton and Rugby.		—	14 20	For third line only Dudley Port to Dudley.					1
			Lines worked :									
	12	15 52	Llandilo Junction	Abergwilly Jn. -	—	13 25						
			Harborne Railway.	-	12	2 27						
					12	15 52						
GRAND TOTAL - -	1,174 21	311 22			881 40	103 10						6
LONDON AND NORTH-WESTERN AND GREAT WESTERN JOINT.												
	111 57	27 22	Hereford -	Hereford -	2 10	—	Frodsham Junction.	Halton Station.				
			(Rotherwas Junction).	(Redhill Junction).			Shrewsbury.	Shrewsbury Station.				
			Shrewsbury -	Wellington -	9 35		Sutton Bridge.					
			(Abbey Foregate)	(Market Drayton Junction).			Shrewsbury, Abbey Foregate.	Shrewsbury Station.				
			Chester (Brook Lane).	Birkenhead (Grange Lane Junction).	14 22		Shrewsbury, Abbey Foregate.					
			Chester (Crewe Junction).	Frodsham Junction.	10 61		Shrewsbury, Abbey Foregate.	Shrewsbury, Coleham Junction.				
			Halton -	Walton Junction	5 58		Wellington, Market Drayton Junction.	Wellington, Stafford Junction.				
			Shrewsbury (Sutton Bridge).	Craven Arms (North Box).	18 56							
			Craven Arms (Central Wales Junction).	Ludlow (North Box).	7 4		Richmond Junction.	South Main Junction.				
			Ludlow (Station Box).	Leominster (Kington Junction).	10 42							
			Leominster (South Box).	Dinmore (North end of Tunnel).	3 70							
			Dinmore Station	Hereford, Barrs Court Junction.	6 56							
			North Pole Junction.	Richmond Junction.	1 51							
			South Main Junction.	Earls Court Junction.	0 18							
	111 57	27 22			91 3							

er Railways worked by them.

ked by the Electric Telegraph, but not on  
either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing  
Columns), (1.) Worked under the System in which  
only One Engine in Steam or Two or more Engines coupled  
together are allowed to be upon the Single Line or  
Portions thereof at one and the same Time; or  
(2.) Worked under the Train Porter System; or (3.)  
Worked under the Train Staff System.

Length  
of the  
Portions  
of Com-  
pany's  
Railway  
and of  
other  
Railways  
worked  
by them  
for  
Goods  
and  
Mineral  
Traffic  
only.

REMARKS.

		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.	by them for Goods and Mineral Traffic only.			
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.			
		25 12	64 54			0 40	—	141 69	78 33	Worked for passenger traffic on "Time or Fixed Signal" system. m. ch. 201 6		
										Worked under time and signal system.		
	Ludlow -			Clee Hill		—	—	—	6 0	Shrewsbury	Cruckmeole	4 54
	Cruckmeole Junction.			Minsterley		—	—	4 50		(Sutton Bridge).	Cruckmeole Junction.	
	Cruckmeole Junction.			Buttington		—	—	11 50		Hereford	Rotherwas	1 78
	Hooton -			Parkgate		—	—	4 47		Barrs (Court Junction.)	Junction.	
	Woolfferton			Tenbury		—	—	5 4		Hooton -	Helsby	8 74
	Dinmore (North Box).			Dinmore Station*		0 67				Craven Arms	Craven Arms	0 44
	Birkenhead, Grange Lane Junction.			Birkenhead, Monks Ferry.*		0 44				(North Box).	(Central Wales Junction).	
	Birkenhead, Grange Lane.			Birkenhead, Can- ning Street.		—	—	—	0 40	Ludlow	Ludlow Sta- tion.	0 17
	Brymbo Junction			Coed Talon Junction.		—	—	—	2 67	Leominster (Kingston Junction).	Leominster (South Box).	0 38
										Chester Sta- tion.	Chester (Brook Lane).	0 14
										Chester Sta- tion.	Chester Crewe Junction.	0 21
						1 31	—	25 71	9 27			17 23

\* Worked by telegraph.

RAILWAY COMPANY.	Total Length of the Company's Railway open for <i>Passenger Traffic</i> , and of all other Railways open for <i>Passenger Traffic</i> which are worked by them.		Portions of the Company's Railways					
			Worked by Telegraph.					
			On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	From	To	m. ch.	m. ch.	From	To	m. ch.
ENGLAND AND WALES— <i>continued.</i>								
LONDON AND NORTH-WESTERN AND MIDLAND.* (Ashby and Nuneaton Joint Line).	m. ch. 29 21	m. ch. —	Stoke Golding - Nuneaton - Shackerstone - Shackerstone -	Hinckley - Shackerstone - Coalville - Overseal -	m. ch. 29 21	m. ch.		
LONDON AND SOUTH-WESTERN.	462 64	245 60	Waterloo - Southampton - Dorchester - Ringwood - Worthing Junction. Salisbury - Yeovil - Sidmouth Junction. Queen Street - Cowley Junction Crediton - Barnstaple - Yeoford - Woking - Godalming - Pirbright Junction. Farnham Junction. Ash - Farnham - Waterloo - Weybridge - Staines - Wokingham - Raynes Park - Hampton Court Junction. Wimbledon - Wimbledon - Barnes - Kensington - Bishopstoke - Fareham - Andover - Poole Junction - Poole Junction - Bishopstoke - Salisbury - Fulwell - Portsmouth -	Southampton - Dorchester - Weymouth - Bournemouth - Salisbury - Yeovil - Exeter - Sidmouth - St. Davids - Crediton - Torrington - Ilfracombe - Lidford - Godalming - Havant - Farnham Junction. Ash - Guildford - Winchester Junction. Windsor - Virginia Water - Wokingham - Reading - Leatherhead - Hampton Court - Twickenham - Streatham, including Loop. Feltham via Loop Richmond - Gosport - Portsmouth - Redbridge - Poole - Bournemouth - Salisbury - West Moors - Shepperton. Waterside extension line.	m. ch. 78 60 62 20 7 0 — 32 40 39 20 50 20 — 0 40 5 40 4 0 — 10 0 18 0 7 40 1 0 5 60 — 25 0 5 60 17 40 7 0 9 40 1 40 8 20 5 60 8 60 6 0 16 0 10 20 — — — 23 20 — — 1 4 462 64 260 00 119 63 — 4 58 9 11 — 133 52 4 66 1 43 0 23 6 52	m. ch. — — 12 0 8 20 42 20 14 60 24 20 19 0 3 20 25 40 23 40 3 40 3 60 18 20 6 0 204 20 89 0 7 57 15 20 22 77 — — — —		
LONDON, BRIGHTON, AND SOUTH COAST.	260 0	89 0	- - The whole line -		260 00	89 0		
LONDON, CHATHAM, AND DOVER.	133 52	22 77	London -	Dover, Ramsgate, Queenboro Pier, and Sheerness.	119 63 —	— 7 57		
			Peckham and Loughboro loop. Swanley Junction Otford Junction	Crystal Palace - Sevenoaks - Maidstone -	4 58 9 11 —	15 20		
					133 52	22 77		
LONDON, TILBURY, AND SOUTHBEND.	41 45	3 67	Gas Factory Junction. Forest Gate - Abbey Mills -	Barking - Barking - North Woolwich Junction.	4 66 1 43 0 23 6 52	— — — —		

\* Extracted from the Return made by the London and North-Western Railway Company.



er Railways worked by them.

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Worked under the Train Staff System.

Length  
of the  
Portions  
of Com-  
pany's  
Railway  
and of  
other  
Railways  
worked  
by them  
for  
Goods  
and  
Mineral  
Traffic  
only.

REMARKS.

								worked by them for Goods and Mineral Traffic only.		
		Dis- tance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.)	Train Porter System. (2.)	Train Staff System. (3.)		
						Distance.	Distance.	Distance.		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
-	-	-	-	Weymouth -	Portland -	-	-	5 40		
				Brockenhurst -	Lymington -	5 40				
				Portsmouth -	Netley -	-	-	5 0		
				Seaton Junction	Seaton -	-	-	4 20		
				Exmouth Junction.	Exmouth	-	-	9 0		
				Chard Junction -	Chard -	3 0				
				Petersfield -	Midhurst	9 20				

RAILWAY COMPANY.	Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.		Portions of the Company's Railways						
			Worked by Telegraph.						
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ENGLAND AND WALES—continued.									
MACCLESFIELD COMMITTEE	m. ch. 10 74	m. ch. —	From Marple Junction	To Macclesfield	-	m. ch. 10 74	m. ch.	From	To
MANCHESTER AND MILFORD	—	41 43	- - -	- - -	-	—	—	- - -	- - -
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE.	228 60	4 43	Ardwick - - Sheffield - - Woodburn Junction. Tinsley Junction Clarlboro' Tunnel Kirton - - Oxspring Tunnel Summer Lane - Pindar Oaks -	Dunford Br. - Retford - - Rotherham - Aldham Junction - - - Scawby - - West Silkstone - Barnsley - - Ardsley - -	- - - 11 53 1 0 3 40 1 0 1 20 0 60	21 45 23 20 4 59	—	- - -	- - -
						68 57			
MANCHESTER, SOUTH JUNCTION, AND ALTRINCHAM.	9 67	—	Oxford Road - Castlefield Junction.	Ordsall Lane - Bowdon - -	- -	1 0 8 14	—	London Road, Manchester.	Oxford Road, Manchester.
						9 14			
MARYPORT AND CARLISLE	127 67	10 20	- - -	- - -	-	—	—	- - -	- - -
MAWDDWY	—	6 59	- - -	- - -	-	—	-	- - -	- - -
METHLEY JOINT	6 0	—	Lofthouse	Methley	-	6 0			
METROPOLITAN	6 62	1 69	Aldgate	High Street, Kensington.	-	6 62	—	- - -	- - -
METROPOLITAN AND DISTRICT JOINT LINES.	1 11	—	High Street, Kensington.	South Kensington		1 11			
	7 73	1 69				7 73			
METROPOLITAN DISTRICT	8 27	—	Mansion House	Hammersmith, High Street and West Brompton.	-	8 27			

Other Railways worked by them.

Worked by the Electric Telegraph, but not on either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.

Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

								System as above.	Train Porter System.	Train Staff System.	
								(1.)	(2.)	(3.)	
								Distance.	Distance.	Distance.	
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	
-	-	-	-	Aberystwith	Pencader	-	-	41 43			
ford Br.	Sheffield	- 18 69		New Holland	Barton	- 3 40	-	-	27 37		* Exclusive respectively of 4 m. 40 ch., 2m. 20 ch., and 60 ch. worked on absolute block system.
ord	New Holland	*38 20		Dinting	Glossop	-	-	1 3			
cklesby	Cleethorpes	- 13 43									
de Bridge	Staleybridge	- 2 34									
nsley Junc.	Barnsley	- *4 26									
nsley Jn.	Doncaster	- *15 33									Not worked on either of the foregoing systems, double m. ch. Beighton Branch - 1 33 Leverton Branch - 3 13 Branch to N. E. at Thorne - - 1 18 Ulceby to Habro' - 0 78 New Holland to Tri-angle (one side) - 0 10 Retford Curves - 0 43 <u>12 35</u>
caster	Gunhouse	- 20 25									
etby	Lincoln	- 28 71									
herham	Mexbro	- 5 47									
		147 48				3 40	-	1 3	27 37		
-	-	-	-	Aspatria	Mealsgate	- 4 7	-	-	6 13		† Worked by signals and intervals of time.
-	-	-	-	Bullgill	Brigham	-	-	-	-	1 47	
-	-	-	-	Mealsgate	Blaithwaite	-	-	-	-	-	
-	-	-	-	Dinas Mawddwy	Cemmes Road	- 6 59					
-	-	-	-	Baker Street	Swiss Cottage	-	†1 69				† Under block system in addition.
-	-	-	-	St. John's Wood Railway.							



RAILWAY COMPANY.		Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.	Portions of the Company's Railway							
			Worked by Telegraph.							
		Consisting of Two or more Lines of Rail.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		
ENGLAND AND WALES—continued.										
MIDLAND -	m. ch.	m. ch.		From	To	m. ch.	m. ch.	From	To	m.
	855 67	131 10		Carlisle	St. Pancras					
				With the following exceptions:—						
				At Skipton	-	$\frac{1}{2}$ mile				
				„ Keighley	-	$\frac{1}{2}$ „				
				„ Normanton	-	1 „				
				„ Trent	-	$\frac{1}{4}$ „				
				„ Leicester	-	$\frac{1}{4}$ „				
				Total	-	$2\frac{1}{2}$ miles	305 0			
				Morecambe	Settle Junction	17 0	11 60			
				Colne	Skipton Jn.	10 60				
				Manningham	Shipley Jn.	1 60				
				Derby	Bristol					
				With the following exceptions:—						
				At Burton	-	$\frac{1}{2}$ mile				
				„ Stoke Works to Ab-						
				botts Wood Junction	-	11 miles				
				Total	-	$11\frac{1}{2}$ miles	118 40			
				Station Junction	North Junction, Ambergate.	0 20				
				Ambergate, North and South Jn.	Buxton and New Mills.	40 0				
				Apperley Junction and Milnerwood Junction.	Burley Junction	6 40				
				Cudworth	Barnsley	4 0				
				Trent and North Erewash Jn.	Nottingham	7 0				
				Saltley	Derby Junction	0 60				
				St. Andrew's	Garrison Lane, Birmingham.	0 20				
				Worthington	Burton Road, Ashby.		5 20			
				Whitacre	London and North-western Jn., Nuneaton.	11 40				
				Kingswood Jn.	Ashley Hill Junction.	1 40				
				Mangotsfield	Bath	10 0				
				Berkeley	Sharpness	3 40				
				Lifford Junction	Granville Street	0 40	4 35			
				Clay Cross	Trent, North Junction, South Junction, and Trent Junction via Cheddesheden Sidings.	29 45				
				London Road Junction, Derby.	Spondon Junction.	2 0				
				Wigston, North Junction.	Rugby	16 60				
				Wigston, South North Knighton Jn., Leicester.	Blaby Junction - Leicester Junction, Burton.	0 40				
				Except from Coalville Station to Swannington Sidings, No. 3, 1 mile						
				Syston, North and South Junctions.	Melton	10 40				
				Great Eastern Jn., Peterboro'.	Great Northern Jn. and Crescent Crossing.	0 60				
				Oakham Sidings	Stamford Jn.	14 0				
				Kirkby Junction	Pye Bridge	5 0				
				Radford Junction	Trowell Junction	5 0				
				Mansfield Junction, Nottingham.	Shireoaks and Worksop Junction.	32 0				

her Railways worked by them.

orked by the Electric Telegraph, but not on either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.

Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.)	Train Porter System. (2.)	Train Staff System. (3.)		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
ton	Clapham	4 20		Holbrook Cros-	Ripley	—	4 30	—	104 3	
es	Rotherham	1 0	2 0	Hazlewood	Wirksworth	—	—	6 35		
ewood	Duffield	—		Coleshill	Hampton	—	—	5 20		
ourne	Melbourne Junction, Derby.	5 40		Melbourne	Worthington	—	—	3 75		
hill	Whitacre	—	2 0	Yate	Thornbury	7 37*	—	—		
on Junction	Chellaston Junction.	4 20		Barnt Green	Redditch	—	—	4 66		
ville	Swannington, No. 3.	1 0		Coaley Junction	Dursley	2 47*	—	—		
on and	Garrison Lane Junction, Birmingham.	0 20		Mansfield	Rolleston Junction.	—	—	14 57		
th - western	Junction.			Swadlincote	Swadlincote Junction.	2 40*	—	—		
e Works	Abbots Wood Junction.	11 0		Desford Junction	West Bridge	6 0*	—	—		
on	Oakham	11 40		Moorfields	Creden Hill	—	—	4 20		
ford Junc-	Wisbeach Junction, Peterboro'.	7 60		Kinnersley	Three Cocks	—	—	13 68		
aston Junc-	Sheet Stores, Trent.	7 40								
, South	Trent, North	0 20								
's Road,	Sneinton Junction.	0 60								
on	Newark	14 0								
gham	Lincoln	10 40								
een Signal Posts at Bradford		1 0								
do.	Leeds	0 40								
do.	Normanton	1 0								
do.	Sheffield	0 40								
do.	Derby	1 0								
do.	Burton	0 60								
do.	Knighton	0 40								
do.	Gloucester	0 40								
do.	Mangotsfield	0 60								
do.	Peterboro'	1 0								
do.	Leicester	0 40								
do.	Bedford	0 40								
do.	London	0 20								
rook Cros-	Little Eaton Junction.	—	2 0							
ster	Castle Station Junction.	—	0 40							
urch	Beckford	2 60								
nd Junction, lingboro'.	London and North-western Junction, Wel- lingboro'.	0 60								

\* Including the use of train staff.

RAILWAY COMPANY.		Portions of the Company's Railway									
		Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.		Worked by Telegraph.							
				Consist- ing of Two or more Lines of Rails.	Consist- ing of a Single Line of Rails only.	On the Absolute Block System.		Dis- tance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
ENGLAND AND WALES—continued.											
MIDLAND—continued		m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m.	
		855 67	131 10	Ambergate (Crich Junction).	Codnor Park and Riddings Junction.	6 0					
				Southill -	Cardington -	4 20					
				Paul's Road Junction.	King's Cross Junction.	1 0					
				Child's Hill Junction, and Brent South Junction.	Acton Wells Junction.	4 40					
				Kentish Town -	Highgate Road -	0 40					
				Swansea -	Brynamman, via Morriston.	—	19 0				
				Tapton Junction, except up-line to Holmes Colliery, $\frac{1}{2}$ mile.	Masboro' Junction	14 60					
				Guiselley Junction, Shipley.	Esholt Junction.	3 40					
				Leeds Junction, Leeds.	Whitehall and Water Lane Junctions.	0 40					
				Aschurch -	Tewkesbury -	1 40					
				Walsall -	Wolverhampton	6 40					
				Sneinton Junction, Nottingham.	Carlton -	2 40					
				Credenhill -	Kinnersley -	—	7 40				
				Newark -	Collingham -	5 0					
				Lawrence Hill Junction, Bristol.	St. Philips' Station.	—	0 40				
		855 67	131 10			733 45	48 35				
				Lines belonging to other Companies maintained and worked by the Midland Company:—							
		24 36	82 18	Redditch -	Studley -	—	3 20				
				Oakley Junction	Northampton -	19 76					
				Highgate Road Junction.	Tottenham Junction.	4 40					
				Twywell -	Thrapstone -	—	2 20				
						24 36	5 40				
		36 58	9 55	Joint Lines.							
				Wennington -	Carnforth -	9 40					
				Otley -	Ilkley -	6 0					
				Narrowways Hill -	Clifton -	2 0					
				Malvern Wells Junction.	Malvern Link Station.	1 51					
						19 11	—				
				SUMMARY.							
		855 67	131 10	Midland Proper	-	733 45	48 35	-	-	-	-
		24 36	82 18	Lines worked	-	24 36	5 40	-	-	-	-
		19 11	9 55	Joint lines	-	19 11	—	-	-	-	-
		899 34	223 3			777 12	53 75				





RAILWAY COMPANY.	Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.		Portions of the Company's Railway							
			Worked by Telegraph.							
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	
ENGLAND AND WALES—continued.										
MID-WALES - - -	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m.	
	—	48 40	Llanidloes -	Talyllyn -	—	48 40				
MONMOUTHSHIRE - - -	32 19	11 32	Mill Street Station, Newport.	Cwmfrwyd Junction.	10 68	—				
			Aberbeeg -	Six Bells -	1 2					
			Abertillery -	Coalbrook Vale -	—	3 56				
					11 70	3 56				
NARBERTH ROAD AND MAEN-CLOCHLOG.	—	8 26	- - -	- - -	—	—	- - -	- - -	- - -	
NEATH AND BRECON - - -	—	52 0	Brecon - -	Ynisgeinon Junction.	—	29 0				
			Ynisgeinon Junction.	Swansea -	—	11 60				
			Colbren Junction	Neath - -	—	11 20				
					—	52 0				
NORTHAMPTON AND BANBURY JUNCTION.	—	15 6	- - -	- - -	—	—	- - -	- - -	- - -	
NORTH AND SOUTH WESTERN JUNCTION.	3 14	1 31	Old Oak Junction.	Kew Bridge -	3 14					
			Junction with main line at Acton Gate House.	Hammersmith -	—	1 31				
					3 14	1 31				
NORTH-EASTERN - - -	832 3	395 13	Berwick - -	Pilgrim Street, Newcastle.	66 23	—	- - -	- - -	- - -	
			Alnwick Junction	Alnwick -	—	3 1				
			Gateshead Junction.	High Street Junction.	0 13					
			Felling Goods Junction.	Leamside, North Junction.	11 59					
Tees Valley - - -	—	8 61	Auckland Junction, Leamside.	West Cornforth Junction.	8 34					
			Scotswood, West Junction.	Kelly Mill Junction.	7 47	16 79				
Sprouston Junction and Kelso -	1 21	—	Scotswood Junction.	West Wylam Junction.	6 38					
			Chilton Bridge -	Haughton Bridge Junction.	10 64					
			Darlington, North Cabin.	North Junction, York.	43 70					
Scotswood and Wylam -	6 38	—	Relly Mill Junction.	Bishop Auckland	10 7					
			Gateshead Junction.	Hoggersgate Junction.	20 77					
	839 62	403 74	Pelaw Junction	South Shields -	6 57					
			Pelaw Junction	Monkwearmouth	8 2					
			Pensher Junction	Sunderland, Fawcett Street.	5 58					
			Forth Goods Junction.	Carlisle, London Road.	58 62					
			Heaton Junction	Tynemouth -	6 33					
			Primrose Hill, Stockton.	Strauton Lane, West Hartlepool.	11 14					
			Norton, South Junction.	Little Chilton -	10 68					
			Norton, East Junction.	Norton, West Junction.	0 28					

other Railways worked by them.

Worked by the Electric Telegraph, but not on either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.

Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

								System as above. (1.)	Train Porter System. (2.)	
								Distance.	Distance.	Distance.
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
-	-	-	-	Aberbeeg -	Victoria -	4 9	-	-	10 51	Worked by signals, but not on either of the foregoing systems. Dble. Dock Street, Newport, Risca - Nine Mile Point. Ebbw Vale. Abertillery. 15 26 2 29 1 71 0 63 20 29
-	-	-	-	Coalbrook Vale	Nantyglo -	0 25	-	-	-	
-	-	-	-	Cwmffrwd Junction.	Blaenavon -	3 22	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	Clynderwen -	Rosebush -	8 26	-	-	-	2 0
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	Blisworth -	Cockley Brake Junction.	-	-	15 6	-	193 29
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
Newcastle, Pilgrim Street.	Newcastle Central Station.	0 32	-	Consett Junction	Hownesgill Junction.	-	-	0 42	193 29	
Newcastle, Castle Junction.	Gateshead Junction.	0 22	-	Hexham Junction	Catton Road -	12 16	-	-	2 66	
Wedmouth -	Sprouston Junction.	21 7	-	Choppington Colliery.	Wansbeck Junction.	-	-	-	1 22	
Sprouston Junction.	Kelso - - -	1 21	-	Blyth - - -	Isabella Pit Junction.	-	-	-	3 20	
Altwhistle Junction.	Alston - - -	-	13 0	Hartley - - -	Whitley - - -	-	-	-	-	
Gateshead, High Street.	Felling Goods Junction.	1 30	-	-	-	-	-	-	-	
Leamside Junction.	Leamside - -	0 17	-	-	-	-	-	-	-	
West Cornforth Junction.	Chilton Bridge -	1 59	-	-	-	-	-	-	-	
Laughton Bridge Junction.	Darlington -	0 50	-	-	-	-	-	-	-	
Murton Junction	Murton Junction.	6 39	-	-	-	-	-	-	-	
Except Murton Junction to Hetton Tunnel, worked on the block.)	Shincliffe D. and S.	-	6 17	-	-	-	-	-	-	
Murton Junction.	Shotton Bridge -	-	3 48	-	-	-	-	-	-	
Shotton Bridge -	Castle Eden Junction.	3 41	-	-	-	-	-	-	-	
West Cornforth Junction.	Byers Green Junction.	0 30	-	-	-	-	-	-	-	
Welloe Bank Head.	Trimdon Grange	0 72	-	-	-	-	-	-	-	
Castle Eden Station.	Castle Eden Colliery.	1 8	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	



RAILWAY COMPANY.		Total Length of the Company's Railway open for <i>Passenger Traffic</i> , and of all other Railways open for <i>Passenger Traffic</i> which are worked by them.		Worked by Telegraph.		Portions of the Company's Railway	
Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
ENGLAND AND WALES—continued.							
NORTH-EASTERN—continued	m. ch. 839 62	m. ch. 403 94	From	To	m. ch.	m. ch.	From To
			Cleadon Lane -	Harton Junction	—	1 64	- - - -
			East Hartlepool	West Hartlepool	—	1 72	- - - -
			Byers Green Junction.	Kelloe Bank Head	4 70		- - - -
			Trimdon Grange	Castle Eden Station.	3 61		- - - -
			Castle Eden Colliery.	Hesledon Bank Foot.	2 27		- - - -
			Murton Junction	Hetton Tunnel -	—	1 40	- - - -
			Thinford Junction.	Thrislington -	—	0 48	- - - -
			Auckland Junction.	Durham, East Cabin.	3 64		- - - -
			South View Junction (York).	Scarborough -	42 15		- - - -
			Rillington -	Whitby -	29 61		- - - -
			(Excepting Pickering Bridge Street, to New Bridge Quarry.)				- - - -
			Grosmont Junction.	Picton Junction	11 68	17 63	- - - -
			York -	Altofts -	23 12		- - - -
			Methley Junction	Whitwood Junction.	0 50		- - - -
			Holgate Junction (York).	Shaftholme Junction.	27 45		- - - -
			Potter's Grange Junction.	Lancashire and Yorkshire Junction, Goole.	0 60		- - - -
			Thorne -	Staddlethorpe Junction.	14 0		- - - -
			Milford Junction, East.	Milford Old Junction.	1 7		- - - -
			Sherburn Junction.	Milford Old Junction.	1 16		- - - -
			Leeds New Station.	West Parade Junction, Hull.	51 0		- - - -
			Burley Depôts -	Thirsk Junction	36 66		- - - -
			Starbeck, North Junction.	Bilton Road Junction.	1 4		- - - -
			Knaresboro' Goods Junction.	Dragon Junction, Harrogate.	3 25		- - - -
			Northallerton -	Preston Junction	14 40		- - - -
			Whanam -	Burdale -	—	2 3	- - - -
			Church Fenton Junction.	Micklefield Junction.	4 79		- - - -
			Cross Gates Jn.	Wetherby Junction	0 44	10 23	- - - -
			Wetherby Junction	Crimple Junction	5 67		- - - -
			Helmsley -	Mill Lane Junction, Pickering.	0 22	11 46	- - - -
			Burton Salmon Jn.	Knottingley Jn.	2 68		- - - -
			Ripley Junction	Ripley Station -	—	1 10	- - - -
			Melmerby -	Masham -	—	7 42	- - - -
			Knaresboro' Jn.	Borobridge Jn. -	—	7 40	- - - -
			Bootham Jn. -	Earswick -	0 63		- - - -
			Pocklington -	Beverley Junction	6 29	10 70	- - - -
			West Parade Junction.	Fleming Gates, Beverley.	7 42		- - - -
			Beverley Jn. -	Driffield Junction	10 51		- - - -
			Driffield Junction	Driffield, West Jn.	0 23		- - - -
			Driffield, North Junction.	Carnaby -	8 52		- - - -
			Marton -	Seamer Junction	17 9		- - - -
			West Parade Junction.	Cemetery Junction, Hull.	0 23		- - - -
			Anlaby Road Junction.	Cemetery Junction, Hull.	0 27		- - - -
			Poppleton Jn. -	Poppleton Station	1 27		- - - -
			Clifton Station -	Clifton Junction	0 35		- - - -
			Eamont Junction	Red Hills Jn. -	1 7		- - - -
			Clifton Station -	Kirkby Stephen	—	21 26	- - - -
			Kirkby Stephen	Tebay -	3 44	8 26	- - - -
			Kirkby Stephen	Darlington -	23 58	14 32	- - - -
			Barnard Castle -	Bishop Auckland	4 13	10 65	- - - -
			Witton Junction	Stanhope -	0 31	12 34	- - - -

Railways worked by them.

worked by the Electric Telegraph, but not on either of the foregoing Systems.

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Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.)	Train Porter System. (2.)	Train Staff System. (3.)	
						Distance.	Distance.	Distance.	
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.
Edon Bank	Hartlepool	3 37							
Chilton	Coxhoe	3 44							
ingham Junction.	Port Clarence	3 24							
Green	Spennymoor	2 59							
on	Richmond	9 74							
Hills	Leeming Lane	—	5 42						
ing Lane	Bedale	1 54							
le	Leyburn	—	10 1						
oor Junction	Borobridge Junction.	—	5 47						
North	York Station	0 40							
ington	Otley	3 25							
ington Loop	—	0 22							
—	Burley Depôts	2 8							
al Junction	Starbeck, South Junction.	2 65							
merby Junction.	Northallerton, Low Junction.	—	11 33						
ton Junction	North Stockton	3 3							
skton	Primrose Hill	0 15							
leton Sta-	Knaresboro' Goods.	13 20							
ey Station	Pateley Bridge	—	10 24						
merby Junction	Church Fenton	10 58							
hcoates Junction.	Withernsea	—	17 45						
nington Junction.	Hornsea	—	13 0						
etery Junction.	Southcoates Junction.	2 36							
n, Hull:	Beverley Junction.	0 53							
ing Gates	Driffield North Junction.	0 50							
field Junction	Marton	4 53							
aby	Earswick	—	13 41						
klington	Cliffe Junction	—	16 4						
ket Weighton Junction.	Malton, Low Junction.	0 36	22 7						
ay Wood	Sunbeck Junction, Pilmoor.	0 36							
op House	Whanam	—	6 31						
ton, High	Driffield, West Junction.	—	10 48						
unction.	New Bridge	0 66							
dale	Querry.	—	5 10						
lge Street,	Ingleby Junction	—							
ckering.	Helmsley	—	5 0						
thorpe Junction.	Middleton in Teesdale.	—	8 61						
ing									
ard Castle									

RAILWAY COMPANY.	Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.		Portions of the Company's Railway					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	Worked by Telegraph.					
			On the Absolute Block System.	Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		
ENGLAND AND WALES—continued.								
NORTH-EASTERN—continued	m. ch. 839 62	m. ch. 403 74	From West Durham Junction. West Durham Junction. Crook East - Saltburn - Hutton Junction Hutton Junction Kilton Junction-	To Crook East - Howns Gill - Saltburn - Craggshall - North Ormsby - Guisbro' Yard - Loftus -	m. ch. 1 31 5 0 43 63 6 51 8 48 — —	m. ch. 7 79 — 0 45 1 22	From	To
					734 52	171 50		
NORTH LONDON	11 78	—	Broad Street - Dalston Junction  Western Junction, Dalston. Bow -  Bow -	Chalk Farm - Junction with Blackwall line at Poplar.  Eastern Junction, Dalston. Junction with Great Eastern Railway at Bow Bank. Junction with Tilbury Railway at Bromley.	5 51 4 71  0 33 0 32  0 51			
					11 78			
NORTH STAFFORDSHIRE	138 40	24 14	Stoke - Stoke - Uttoxeter - Stoke - Harecastle Stone - Congleton - North Rode Marston Junction  Stoke -  Silverdale - Newcastle - Etruria - Hanley - Tunstall - Goldenhill - Newcastle Junction. Rochester - Ford Green (Biddulph Branch). Milton Junction (Leek Branch).	Norton Bridge - Uttoxeter - Burton Junction Crewe Junction - Congleton - Colwich - Macclesfield - Uttoxeter - Wellington Junction. Ford Green (Biddulph Branch). Market Drayton Silverdale - Hanley - Tunstall - Goldenhill - Kidsgrove - Newcastle -  Ashbourne - Congleton Junction. Cheddleton Junction.	10 63 16 12 12 50 14 41 5 49 11 42 8 13 27 58 4 13  4 36  12 57 2 62 1 21 2 54 1 43 1 66 —  — — —	—   		



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	Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.		System as above. (1.) Distance.	Train Porter System. (2.) Distance.	Train Staff System. (3.) Distance.				
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
		110 26	183 59			12 16	—	7 70	193 29	

RAILWAY COMPANY.	Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.		Portions of the Company's Railway							
			Worked by Telegraph.							
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.			
ENGLAND AND WALES—continued.										
PEMBROKE AND TENBY	m. ch. —	m. ch. 27 34	From Pembroke	To Whitland	m. ch. —	m. ch. 27 34	From	To	m.	
POTTERIES, SHREWSBURY, AND NORTH WALES.	—	25 76	- - -	- - -	—	—	- - -	- - -		
PRESTON AND LONGRIDGE	—	6 54	- - -	- - -	—	—	- - -	- - -		
RAVENGLASS AND ESKDALE	—	7 5	- - -	- - -	—	—	- - -	- - -		
RHYMNEY - - - -	14 32	16 60	Old Cardiff Station.	New Station	0 36	—	- - -	- - -		
			Cardiff - -	Ystrad Station	12 41	9 74				
			Ystrad Station -	Rhydney -	—					
			Walnut Tree Junction.	Craig-yr-Allt -	1 35					
			Craig-yr-Allt -	Aber Junction	—	2 13				
			Bargoed Junction	Deri Junction	—	2 60				
	1 46	1 40	Ystrad - - -	Penaltau Junction	—	1 40				
			Joint line worked by London and North-western Company, also—							
			Rhydney - -	Nantybwch -	1 46	1 40				
	15 78	18 20			15 78	17 67				
RHYMNEY AND GREAT-WESTERN JOINT.	9 20	—	Ffaldcaiaich	Dowlais	9 20*					
RYDE AND NEWPORT - -	—	7 56	Ryde - - -	Newport - -	—	7 56	- - -	- - -		
SEVERN AND WYE - - -	0 60	17 9	Lydney Junction Station.	Parkend - - -	—	4 4	Parkend	Coleford Jn.	0	
			Coleford Junction.	Drybrook Road	—	4 38				
			Serridge Junction.	Lydbrook Junction.	—	4 37				
			Coleford Junction.	Coleford - - -	-	3 55				
						16 54				
SHEFFIELD AND MIDLAND JOINT COMMITTEE.	17 47	2 16	Hyde Junction -	New Mills - -	9 4	—	- - -	- - -		
			Romiley - - -	Ashburys Junction.	5 77					
			Romiley - - -	Bredbury - - -	1 24					
			Brinnington -	Reddish Junction	1 22					
					17 47					
SOUTH-EASTERN - - -	315 20	10 51	Throughout -	- - -	315 20	—	- - -	- - -		

her Railways worked by them.

orked by the Electric Telegraph, but not on either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.

Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

											Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.	REMARKS.
				Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.	Distance of Double Line.	System as above. (1.)	Train Porter System. (2.)	Train Staff System. (3.)	Distance.	Distance.	Distance.	
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.		
-	-	-	-	-	-	-	-	-	-	1 5		
-	-	-	-	Shrewsbury	Ford	-	-	7 30				
-	-	-	-	Ford	Kinnerley	-	-	6 22				
-	-	-	-	Kinnerley	Llanymynech	-	-	4 30				
-	-	-	-	Llanymynech	Llanyblodwell	-	-	2 36				
-	-	-	-	Kinnerley	Breidden	-	-	5 38				
-	-	-	-	Llanyblodwell	Nantmawe	-	-	-		1 39		
-	-	-	-	Coleham Junction	North Wales	-	-	-		0 65		
										25 76	2 24	
-	-	-	-	Maudland	Deepdale Junction	-	-	1 17				
-	-	-	-	Deepdale Junction	Longridge	-	-	5 37				
-	-	-	-	Ravenglass	Boot	7 5		6 54				
-	-	-	-	Caerphilly, East Junction.	Brecon Junction	0 33	-	-		3 35		
-	-	-	-	-	-	-	-	-		0 60		* The ascending gradients are worked on the permissive block system.
-	-	-	-	Drybrook Road	Bilson Platform	0 35	-	-		14 37†		† Of this total 2 m. 47 ch. are short private branches.
-	-	-	-	New Mills	Hayfield	-	-	2 16				
-	-	-	-	Caterham Junction.	Caterham	-	-	4 50				
-	-	-	-	Canterbury	Whitstable	6 1						
										Single.	From	To
										1 19	Angersteins Junction.	Angersteins Wharf.
										2 18	Rye	Rye Harbour.
										Double.	1 11	Bricklayers Arms Branch.



RAILWAY COMPANY.	Total Length of the Company's Railway open for <i>Passenger Traffic</i> , and of all other Railways open for <i>Passenger Traffic</i> which are worked by them.		Portions of the Company's Railway					
			Worked by Telegraph.					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.	Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		
ENGLAND AND WALES— <i>continued.</i>								
SOUTH WESTERN AND MIDLAND JOINT LINE.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To
	—	93 3	Bath - -	Wimborne -	—	63 62		
			Burnham - -	Evercreech Junction.	—	23 69		
			Glastonbury -	Wells - -	—	5 32		
						93 3		
STAFFORD AND UTTOXETER	—	13 20	- - -	- - -	—	—	- - -	- - -
TAFF VALE	46 69	10 78	Walnut Tree Junction.	Pentyrch - -	0 67	—	- - -	- - -
			Foot of incline, Aberdare Junction.	Quaker's Yard, Quarry Siding.	1 9	—	Girder Works Siding Llandaff.	Llandaff -
			Rhondda Cutting Junction.	North Rhondda Junction.	0 16	—	Yniscoi Junction.	Walnut Tree Bridge Junction.
			Porth - -	Ferndale - -	4 50		Cymmer level.	Dinas -
			Porth - -	Cymmer level siding.	0 15			
					6 77			
THETFORD AND WATTON	—	34 20	Bury St. Edmonds	Swaffham -	34 20			
TORBAY AND BRIKHAM.								
TRENT, ANCHOLME, AND GRIMSBY.	13 2	—	- - -	- - -	—	—	- - -	- - -
VALE OF TOWY	—	11 8	Llandovery -	Llandilo - -	—	11 8*	- - -	- - -
VAN	—	6 27	- - -	- - -	—	—	- - -	- - -
WATLINGTON AND PRINCES RISBOROUGH.	—	8 66	- - -	- - -	—	—	- - -	- - -
WEST LONDON EXTENSION	4 78	—	Earls Court Junction.	Longedge Junction.	3 19			
			Latchmere Junction.	Clapham Junction, L. B. & S. C.	0 52			
			Latchmere Junction.	Clapham Junction, L. & S. W.	0 49			
			Latchmere Junction.	West London Junction, L. & S. W.	0 38			
					4 78			
WEST RIDING AND GRIMSBY JOINT.	20 0	—	Doncaster -	Wakefield -	20 0			
WEST SOMERSET MINERAL	—	6 0	- - -	- - -	—	—	- - -	- - -
WHITEHAVEN, CLEATOR, AND EGREMONT.	16 3	7 46	Mirehouse Junction.	Marron, South Junction.	*15 54	—	- - -	- - -
WHITLAND AND TAF VALE.	—	14 6	Whitland Jnctn.	Crymmych Arms	—	14 6	- - -	- - -
WREXHAM, MOLD, AND CONNAH'S QUAY.	—	8 76	- - -	- - -	—	—	- - -	- - -

Other Railways worked by them.

Worked by the Electric Telegraph, but not on either of the foregoing Systems.

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Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above. (1.)	Train Porter System. (2.)	Train Staff System. (3.)		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
-	-	-	-	Stafford Junction	Bramshall Junction.	-	-	13 20	-	
-	-	-	-	Llantrissant Junction.	Great Western Crossing, Maesaul.	4 77	-	-	-	The remaining portion of line is worked by time intervals.
-	-	-	-	Llantrissant	Cowbridge	5 60				
						10 57				
house	Wrawby Junction.	13 2								* Worked by absolute block system without train staff.
-	-	-	-	Van	Caerwas	6 27				
-	-	-	-	Watlington	Princes Risborough.	8 66				
-	-	-	-	Watchet	Comberow	6 0				
or Row Junction.	Sellafield	-	7 46	-	-	-	-	-	3 0	* 29 chains double line between Marron South Junction and Marron East and West Junctions is worked by gongs and signals interlocked with points.
-	-	-	-	Wrexham	Buckley	-	-	8 76	† 5 0	† Worked on system No. 3.
-	-	-	-	Buckley	Connah's Quay	-	-	-	† 2 20	† Worked on system No. 1.
-	-	-	-	Frood Branch	-	-	-	-	-	
						-	-	8 76	7 20	

RAILWAY COMPANY.	Total Length of the Company's Railway open for <i>Passenger Traffic</i> , and of all other Railways open for <i>Passenger Traffic</i> which are worked by them.		Portions of the Company's Railway						
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	Worked by Telegraph.						
			On the Absolute Block System.	Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.			
SCOTLAND.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	
CALEDONIAN	415 8	202 29	Carlisle (Station Cabin).	Murthat - -	36 70	- -	- -	- -	
			Murthat - -	Summit - -	*12 70				
			Summit - -	Wishaw - -	36 56				
			Wishaw - -	Shielfmuir - -	*1 11				
			Shielfmuir - -	McAndrews Sid- ing.	†0 37				
			Lesmahagow Junction.	Malleable Sid- ings.	*0 34				
			Holytown Junc- tion.	Holytown North.	0 13				
			Holytown (North).	Burnhouse -	†0 39				
			Lockerbie (North)	Dumfries (Goods) Junction.	—	14 27			
			Strawfrank Junc- tion.	Dolphinton Junc- tion.	0 23				
			Carstairs (Plat- form Cabin).	Edinburgh (New Cabin).	27 37				
			Ravelrig Junc- tion.	Balerno Junction	—	6 2 <sup>a</sup>			
			Silvermuir (East) Junction.	Silvermuir (South) Junction.	0 19				
			Cleghorn Junc- tion.	Lanark - -	2 42				
			Douglas - -	Muirkirk Junc.	—	12 11			
			Burnhouse -	Buchanan St. (Dobbie's Loan), Glasgow	12 23				
			Old Stevenston Sidings.	Midcalder Junc- tion.	21 57				
			Omoa Junction	Morningside (Cleland) Junc- tion.	—	3 66 <sup>a</sup>			
			Hamilton Road Bridge Cabin.	Stonehouse Junc- tion.	5 36				
			Stonehouse Junction.	Stonehouse -	—	3 27			
			Southfield Junc- tion.	Auchenheath -	—	1 37			
			Lesmahagow Junction.	South Side Sta- tion Glasgow.	11 52				
			Gordon Street Junction.	West Street Junc- tion.	0 17				
			Terminus Junc- tion.	Shiels Junction (No. 1 Cabin).	†0 49				
			Paisley (Mineral Depôt).	Greenock (5 Arches Cabin).	15 15				
			Hamilton Junc- tion.	Ross Junction -	6 58				
			Haughhead Junc- tion.	Ferniegair Junc- tion.	0 53				
			Strathaven Junc- tion.	Quarter Road (Fairholm).	5 73				
			Busby Junction	Giffnock - -	†1 46				
			Whifflet (North) Junction.	Whifflet, Spur Siding.	*0 4				
			Whifflet, Spur Siding.	Rutherglen Junc- tion.	7 8				
			Coatbridge Junc- tion.	Langloan Junc- tion.	0 50				
			Gartcosh Junc- tion).	Larbert (South Cabin).	14 41				
			Larbert (North Cabin).	Stirling (Craig's Crossing).	7 40				
			Stirling (F and C) Junction.	Perth (Friarton).	31 66				
			Over Tay Bridge near Perth, Princes Street.	—	—	0 22 <sup>a</sup>			
			Dundee (Carolina Port).	Broughty Ferry, (Fort Street).	2 62				
			Perth (Balhousie)	Woodside -	12 68				
			Ardler - -	Alyth Junction (South Cabin).	2 9				



or Railways worked by them.

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Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

		Distance of Double Line.	Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.			System as above (1.)	Train Porter System. (2.)	Train Staff System. (3.)		
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	
-	-	-	-	Kirtlebridge Junction.	Annan Junction	—	—	5 43	70 22	<p><i>Note.</i>—Of the Caledonian Company's Railway opened for passenger traffic 80 miles 10 chains of double line are worked under the ordinary rules of the Company; 1 mile 38 chains of single line is a tramway worked by horses.</p> <p>* Up Line only. † Down Line only. * Worked by the absolute block system <i>without</i> the train staff system. Total 10 m. 10 ch.</p>
				Dumfries (Goods) Junction.	Dumfries (G. and S.W.) Junction.	—	—	0 17		
				Symington Junction.	Peebles - -	—	—	19 4		
				Carstairs (Dolphinton) Junction.	Dolphinton -	—	—	10 73		
				Haywood - -	Wilsontown	—	—	1 38		
				Smyllum Junction.	Douglas - -	—	—	7 7		
				Auchenheath -	Lesmahagow -	—	—	2 77		
				Quarter Road (Fairholm).	Strathaven -	—	—	4 15		
				Giffnock - -	East Kilbride -	—	—	6 18		
				Denny Branch Junction.	Denny - -	—	—	3 10		
				Grangemouth Branch Junction.	Grangemouth -	—	—	2 54		
				South Alloa Junction.	South Alloa -	—	—	4 48		
				Dunblane Junction.	Callander -	—	—	10 37		
				Crieff Junction -	Crieff - -	—	—	9 0		
				Almond Junction.	Crieff - -	—	—	16 3		
				Methven Junction.	Methven -	1 22	—	—		
				Coupar Angus Junction.	Blairgowrie -	—	—	4 28		
				Ardler Junction	Ninewells Junction.	—	—	16 13		
				Alyth Junction	Newtyle Junction	—	—	1 23		
				Kirriemuir Junction.	Alyth - -	—	—	5 17		
				Kingsmnir -	Kirriemuir -	—	—	3 12		
				Broughty Junction.	Kingennie -	—	—	11 40		
				Bridge of Dun Junction.	Broughty Pier Junction.	0 30	—	—		
				Dubton Junction	Brechin - -	—	—	4 0		
					Broomfield Junction.	—	—	1 46		

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SCOTLAND—continued.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	
CALEDONIAN—continued	415 8	202 29	Alyth Junction, North Cabin.	Glamis - -	6 21				
			Forfar Junction -	Anldbar Road -	4 58				
			Guthrie Junction -	Bridge of Dun -	8 16				
			Craig - -	Craig Inches, near Aberdeen.	34 65				
			Forfar Junction -	Kingsmuir -	—	2 50			
			Kingennie -	Broughty Junction.	—	3 0			
			Broomfield Junction.	Montrose (Yard Cabin).	—	*1 34			
					334 78	48 36			
Portpatrick - - -	—	61 42	- - -	- - -	—	—	- - -	- - -	
Solway Junction - -	—	12 15	Shawhill Junction	Annan Junction	—	*0 32	- - -	- - -	
Greenock and Wemyss Bay -	—	10 6	Wemyss Bay Junction.	Wemyss Bay Station.	—	10 6	- - -	- - -	
Callander and Oban - -	—	34 71							
Montrose and Bervie - -	—	12 4							
	415 8	333 7			334 78	58 74			
CITY OF GLASGOW UNION -	2 74	—	- - -	Throughout - -	2 74	—	- - -	- - -	
GLASGOW AND KILMARNOCK JOINT.	23 77	5 5	Gobals Junction	Kilmarnock -	23 42	—	- - -	- - -	
			Victoria Junction	South Side Station	0 35		- - -	- - -	
					23 77		- - -	- - -	
GLASGOW AND PAISLEY JOINT.	7 72	—	Glasgow - -	Paisley - -	6 75				
			Ibrox - -	Govan - -	0 77				
					7 72				
GLASGOW AND SOUTH-WESTERN.	194 45	78 20	Gallowhill -	Abercorn - -	0 45	—	Beith - -	Crosshouse -	
			Elderslie -	Greenock - -	15 42		Woodhill -	Kilmarnock -	
			Johnstone -	Cart - -	0 40		Kilmarnock	Hurtford -	
			Stoneybrae -	Beith - -	10 61				
			Dalry Junction -	Ardrossan -	8 2				
			Crosshouse -	Plan Siding -	0 25				
			Crosshouse -	Woodhill - -	1 14				
			Tunnel -	Carronbridge -	1 32				
			Dumfries -	Lochanhead -	6 0				
			Gretna Green -	Gretna Junction	0 66				
			Hawkhill Junction	Blackhouse -	0 22				
			Dalrymple -	Belmont Gates -	2 27				
					47 56				





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				Worked by Telegraph.					
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SCOTLAND—continued.									
GREAT NORTH OF SCOTLAND		m. ch. 6 20	m. ch. 281 20	From Aberdeen - Dyce - Dyce - Maud Junction - Kintore - Inveramsey - Grange - Tillynaught Jn. Keith - Elgin - Craigellachie - Aberdeen -	To Dyce - Keith - Peterhead - Fraserburgh - Alford - Macduff - Banff - Portsoy - Elgin - Lossiemouth - Boat of Garten - Ballater -	m. ch. 6 20	m. ch. - 47 0* 38 0* 16 0* 16 0* 29 60* 16 20* 2 60* 27 40* 5 40* 33 20* 43 40*	From - - -	To - - -
						6 20	275 40		
HIGHLAND		6 65	232 20	Inverness - Dalcross - Inverness - Forres - Ballinluig - Alves - Bonar Bridge - Golspie - Helmsdale - Georgemas - Dingwall -	Dalcross - Stanley - Bonar Bridge - Keith - Aberfeldy - Burghead - Golspie - Hemsdale - Wick - Thurso - Strome Ferry -	6 65	- 129 72 57 65 30 27 8 59 5 37 26 43 17 4 59 55 6 52 53 6		
						6 65	395 20		
Sutherland		-	26 43	Bonar Bridge -	Golspie -	-	26 43		
Duke of Sutherland		-	17 4	Golspie -	Hemsdale -	-	17 4		
Sutherland and Caithness		-	66 27	Helmsdale -	Wick -	-	59 55		
				Georgemas -	Thurso -	-	6 52		
Dingwall and Skye		-	53 6	Dingwall -	Strome Ferry -	-	53 6		
		6 65	395 20			6 65	395 20		
LEVEN AND EAST OF FIFE		-	18 57	-	-	-	-	-	-
NORTH BRITISH-		369 8	337 35	Edinburgh - Bonnington (South). Bonnington (North). Easter Road - Abbeyhill Junction. Portobello (East). Hardengreen Jn. Kilknowe Junction. Hawick (North) Edinburgh (Mound). Bishopbriggs - Cowlais - Cowlais West - Cowlais East Junction. Glasgow, Bellgrove. Sunnyside Junction. Sunnyside Junction. Lumphimans Jn. Hawthornden - Leadburn - Kirkbride - Manuel -	Granton - North Leith - Bonnington (East). Piershill - New Hailes - Glenesk - Falahill - Galashiels Level Crossing. Newcastleton - Falkirk - Cowlairst West Junction. Glasgow, Queen Street. Milngavie Junction. Cowlais North Junction. Airdrie, South - Gunnie - Langloan Junction Kelty - Esk Valley Junction. Peebles - Abbey Junction Blackston Junction.	3 55 0 73 0 17 0 77 3 72 4 24 9 55 1 3 21 52 25 28 1 31 1 40 4 33 0 18 10 4 0 25 1 2 - - - - -	- Manuel - Blackston Junction. Blackston Junction. Bathgate Chemical Works. Kinneil - Arbuckle - Lower Bathgate. Morningside		

Other Railways worked by them.

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Distance of Double Line.		Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.		System as above (1.)		Train Porter System. (2.)		Train Staff System. (3.)		Distance. Distance. Distance.	
m.	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.		
				Inverurie -	Old Meldrum -	5 60				* These lines are not worked under the train staff system but under system No. 1 in addition to the absolute block system.	
				Anstruther -	Thornton -			18 57	1 39†	† Single line.	
				Point East of Carlisle Road Bridge at Rawyards.	Top of Commonhead Incline.		1 30			Lines opened for passenger traffic worked by interval of time under the ordinary Regulations of the Company:—	
				Bath Street Level Crossing.	South Leith -		0 17			Distance of Double Line.	
				Portobello -	Bath Street Level Crossing, Leith.			2 49		m. ch.	
				Esk Valley Junction.	Polton -			2 46			
				Hawthornden Junction.	Penecuik -			4 31		Berwick -	New Hales Jn. - 52 67
				Leadburn -	Dolphinton -			9 70		Musselburgh -	New Hales Jn. - 1 26
				Hawthornden -	Leadburn -			6 20		Port Carlisle Jn.	Newcastleton - 24 19
				Peebles -	Kilknowe Jn. -			17 35		Hawick -	Galashiels - 19 24
				Smeaton Jn. -	Macmury -			6 54		Kilknowe Jn. -	Falahill - 14 44
				Longniddy -	Haddington -			4 60		Hardengreen -	Glenesk Junction 0 42
				Drem -	North Berwick -			4 60		Dalkeith -	Glenesk Junction 0 40
				Reston -	Ravenswood Jn.			29 66		St. Boswell Jn.	Kelso - 11 24
				Galashiels (Selkirk Junction).	Selkirk -			5 14		Burntisland -	Hilton Junction, Perth. 35 60
				Roxburgh -	Jedburgh -			7 8		Ladybank -	Tayport - 17 20
				Riddings -	Langholm -			7 8		Thornton Jn. -	Thornhill Jn. - 13 34
				Longtown -	Gretna -			3 27		Dunfermline -	Stirling - 20 24
				Drumburgh -	Port Carlisle -			2 54		Alloa -	Tillicoultry - 3 26
				Port Carlisle Junction.	Kirkbride Junction.			11 79		Falkirk -	Bishopbriggs - 18 44
				Abbey Junction	Silloth -			5 22		Polmont Junction	Larbert Junction 5 13
				Riccarton -	Hexham Junction			40 62		Lenzie Junction	Lennoxtown - 5 25
				Reedsmouth -	Morpeth, N.E. -			25 10		Milngavie -	Balloch Pier - 14 71
				Morpeth (Upper Junction).	Morpeth Junction (B. and T.)			0 68		Cardross -	Helensburgh - 4 50
				Scotsgap -	Rothbury -			13 4		Ratho (Bathgate Junction).	Polkemmet Jn. - 10 48
				Markinch -	Leslie -			4 17		Rawyards -	Arbuckle - 2 0
				Ladybank -	Tillicoultry -			28 43		Greenside Jn. -	Commonhead - 1 36
											277 17

RAILWAY COMPANY.	Total Length of the Company's Railway open for <i>Passenger Traffic</i> , and of all other Railways open for <i>Passenger Traffic</i> which are worked by them.		Portions of the Company's Railway					
			Worked by Telegraph.					
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.	
SCOTLAND—continued.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To
NORTH BRITISH—continued	369 8	337 35	Ballochney Incline, Foot of. Lower Bathgate	Rawyards - -	—	1 18	-	-
			Polkemmet - Polkemmet Junction.	Polkemmet Junction. Airdrie (South)-Bathgate Chemical Works.	—	0 59		
					—	13 79		
					—	0 50		
LINES WORKED:								
Forth and Clyde - -	—	29 74	Stirling New-bridge Level Crossing.	Balloch (F. and C.) Junction.	—	29 74		
Blane Valley - - -	—	8 29	- - -	- - -	—	—		
Edinburgh, Loanhead, and Roslin	—	5 69	- - -	- - -	—	—		
St. Andrews - - -	—	4 40	- - -	- - -	—	—		
	369 8	386 07			90 49	69 50		
WIGTOWNSHIRE								
	—	16 24	- - -	- - -	—	—	- - -	- - -





RAILWAY COMPANY.	Total Length of the Company's Railway open for <i>Passenger Traffic</i> , and of all other Railways open for <i>Passenger Traffic</i> which are worked by them.		Portions of the Company's Railways										
	Consisting of Two or more Lines of Rails.	Consisting of a Single Line of Rails only.	On the Absolute Block System.				Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.				Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.
			From	To	m. ch.	m. ch.			From	To	m. ch.	m. ch.	
IRELAND.													
BELFAST AND COUNTY DOWN	m. ch. —	m. ch. 55 40	-	-	-	-	-	m. ch. —	m. ch. —	-	-	-	-
BELFAST AND NORTHERN COUNTIES.	18 27	117 30	Belfast	-	-	Dunadry	-	18 27	—	-	-	-	-
Carrickfergus and Larne	—	14 53											
	18 27	132 3						18 27					
BELFAST, HOLYWOOD, AND BANGOR.	4 40	7 63	-	-	-	-	-	—	—	-	-	-	-
BELFAST CENTRAL	—	—	-	-	-	-	-	—	—	-	-	-	-
CASTLEISLAND	—	4 28	-	-	-	-	-	—	—	-	-	-	-
CORK AND BANDON	—	20 0	-	-	-	-	-	—	—	-	-	-	-
Kinsale Junction	—	10 60											
	—	30 60											
CORK AND MACROOM DIRECT	—	24 60	-	-	-	-	-	—	—	-	-	-	-
CORK, BLACKROCK, AND PASSAGE.	—	6 37	-	-	-	-	-	—	—	-	-	-	-
DUBLIN, WICKLOW, AND WEXFORD.	18 0	117 40	-	-	-	-	-	—	—	-	-	-	-
DUNDALK AND GREENORE	—	26 72	-	-	-	-	-	—	—	-	-	-	-
FINN VALLEY	—	13 18	-	-	-	-	-	—	—	-	-	-	-
GREAT NORTHERN	137 25	321 73	-	-	-	-	-	—	—	-	-	-	-

Other Railways worked by them.

Worked by the Electric Telegraph, but not on either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.

Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

		Distance of Double Line.		Distance of Single Line worked by the Electric Telegraph, in addition to the Train Staff System.		System as above. (1.)		Train Porter System. (2.)		Train Staff System. (3.)		worked by them for Goods and Mineral Traffic only.	REMARKS.
						Distance.		Distance.		Distance.			
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.		
-	-	-	-	Belfast -	Newcastle -	-	-	38 0	-	-	-	Note.—With certain trains which follow each other closely the ordinary telegraph is used to maintain an interval of space between them.	
-	-	-	-	Comber -	Donaghadee -	-	-	14 0	-	-	-		
-	-	-	-	Ballynahinch Junction.	Ballynahinch -	-	-	3 40	-	-	-		
-	-	-	-			-	-	55 40	-	-	-		
-	-	-	-	Carrickfergus Junction.	Carrickfergus -	-	-	2 70	-	-	-		
-	-	-	-	Coleraine -	Portrush -	-	-	5 65	-	-	-		
-	-	-	-	Limavady -	Limavady Junction.	-	-	3 14	-	-	-		
-	-	-	-	Dunadry -	Londonderry -	105 41	-	-	-	-	-		
-	-	-	-	(Including Cookstown Branch.)		-	-	-	-	-	-		
-	-	-	-	Carrickfergus -	Larne Harbour -	-	-	14 53	-	-	-		
-	-	-	-			105 41	-	26 42	-	-	-		
-	-	-	-	Hollywood -	Bangor -	-	-	7 63	-	-	-		
-	-	-	-	-	-	-	-	-	-	-	4 6		
-	-	-	-	Castleisland -	Gortatlea -	4 28	-	-	-	-	-		
-	-	-	-	Cork -	Bandon -	-	-	20 0	-	-	-		
-	-	-	-	Kinsale Junction	Kinsale -	-	-	10 60	-	-	-		
-	-	-	-			-	-	30 60	-	-	-		
-	-	-	-	Cork -	Macroon -	-	-	24 60	-	-	-		
-	-	-	-	Cork -	Passage -	6 37	-	-	-	-	-		
-	-	-	-	-	Throughout -	-	-	117 40	-	-	6 40		
Dundalk -	Greenore -	-	12 72										
Newry -	Greenore -	-	14 0										
			26 72										
-	-	-	-	-	-	13 18	-	-	-	-	-		
-	-	-	-	Sutton -	Howth -	1 40	-	-	-	-	-		
-	-	-	-	Drogheda, Navan Junction.	Oldcastle -	-	-	39 37	-	-	-		
-	-	-	-	Armagh -	Monaghan -	-	-	16 31	-	-	-		
-	-	-	-	Portadown -	Omagh -	-	-	41 20	-	-	-		
-	-	-	-	Knockmore Junction.	Antrim -	-	-	18 41	-	-	-		
-	-	-	-	Knockmore Junction.	Banbridge -	-	-	15 24	-	-	-		
-	-	-	-	Banbridge -	Scarva -	6 61	-	-	-	-	-		
-	-	-	-	Dundalk -	Londonderry -	-	-	122 41	-	-	-		
-	-	-	-	Cootehill -	Ballybay -	-	-	9 0	-	-	-		
-	-	-	-	Bundoran -	Bundoran Junc.	-	-	35 49	-	-	-		
-	-	-	-	Clones -	Cavan -	-	-	15 10	-	-	-		
-	-	-	-			8 21	-	313 13	-	-	-		
-	-	-	-	-	Throughout -	-	-	263 13	-	-	-		
-	-	-	-	Parsonstown -	Portumna -	-	-	12 20	-	-	-	* All trains on double and single lines are telegraphed from station to station during the hours the telegraph offices are open.	
-	-	-	-	Fermoy -	Lismore -	-	-	15 21	-	-	-		
-	-	-	-			-	-	290 54	-	-	-		

\* All trains on double and single lines are telegraphed from station to station during the hours the telegraph offices are open.



RAILWAY COMPANY.	Portions of the Company's Railway									
	Total Length of the Company's Railway open for Passenger Traffic, and of all other Railways open for Passenger Traffic which are worked by them.		Worked by Telegraph.							
	Consisting of Two or more Lines of Rails,	Consisting of a Single Line of Rails only.	On the Absolute Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.	On the Permissive Block System.		Distance of Double Line.	Distance of Single Line worked by the Absolute Block System, in addition to the Train Staff System.
IRELAND—continued.	m. ch.	m. ch.	From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.
LONDONDERRY AND LOUGH SWILLY.	—	12 2	-	-	-	—	-	-	-	-
MIDLAND GREAT WESTERN OF IRELAND.	*114 69	*300 70	Broadstone -	Leixlip -	11 19	—	-	-	-	-
			Liffey Junction -	North Wall -	2 78	—	-	-	-	-
			Collooney -	Ballasadare -	—	2 0	-	-	-	-
			Clonsilla -	Dunboyne -	—	3 0	-	-	-	-
					14 17	5 0				
NEWRY AND ARMAGH	—	21 77	-	-	-	—	-	-	-	-
NEWRY, WARRENPOINT, AND ROSTREVOR.	—	6 0	-	-	-	—	-	-	-	-
WATERFORD AND CENTRAL IRELAND.	—	60 0	-	-	-	—	-	-	-	-
WATERFORD AND LIMERICK	*21 60	185 9	-	-	-	—	-	-	-	-
WATERFORD AND TRAMORE	—	7 20	-	-	-	—	-	-	-	-
WEST CORK	—	17 60	-	-	-	—	-	-	-	-

Other Railways worked by them.

Worked by the Electric Telegraph, but not on either of the foregoing Systems.

Single Lines of Railway (not included in the foregoing Columns), (1.) Worked under the System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon the Single Line or Portions thereof at one and the same Time; or (2.) Worked under the Train Porter System; or (3.) Worked under the Train Staff System.

Length of the Portions of Company's Railway and of other Railways worked by them for Goods and Mineral Traffic only.

REMARKS.

								System as above.	Train Porter System.	Train Staff System.
								(1.)	(2.)	(3.)
								Distance.	Distance.	Distance.
From	To	m. ch.	m. ch.	From	To	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.
-	-	-	-	Londonderry	Buncrana	12 2	-	-	-	-
Mutfarnham	Cavan Junc.†	3 33	-	Ballinasloe	Oranmore	-	-	29 53	-	-
ford	Edgeworthstown†	-	8 60	Athlone Junc.	Westport	-	-	82 55	-	-
ee	Ballagadareen†	-	9 43	Manulla	Ballina	-	-	20 37	-	-
er	Kingscourt	-	7 13	Junction	Edgeworthstown	-	-	6 57	-	-
				Longford	Collooney	-	-	51 30	-	-
				Junction	Cavan	-	-	24 58	-	-
				Streamstowne	Clava	-	-	7 33	-	-
				Dunboyne	Navan	-	-	20 20	-	-
				Kilmessan	Athboy	-	-	12 12	-	-
				Navan	Nobber	-	-	12 34	-	-
				Sligo Quay Line	-	0 40	-	-	-	-
				Galway Dock Line	-	0 16	-	-	-	-
				Westport Quay Line	-	-	-	1 69	-	-
		3 33	25 36			0 56	-	269 58	-	-
				Albert Basin	Edward Street	-	-	0 67§	-	-
				Dublin Bridge	Edward Street	-	-	0 50§	-	-
				Edward Street	Gorah Wood	-	-	3 35	-	-
				Goraghwood	Markethill	-	-	8 55	-	-
				Markethill	Armagh	-	-	8 59	-	-
								22 26	-	-
								Deduct 0 29	-	-
								21 77	-	-
				Newry	Warrenpoint	6 0	-	-	-	-
				Waterford	Maryborough	-	-	60 0	-	-
				-	Throughout	-	-	185 9	-	-
				-	Throughout	7 20	-	-	-	-
				Bandon	Dunmanway	17 60		-	-	-

\* On 393 miles 49 ch. of this total mileage the departure of every train is telegraphed to the next telegraph station in advance during the day.

† The gradients from Longford to Edgeworthstown and from Cavan Junction to Mutfarnham being severe, no passenger train leaves on the up line until "line clear" has been received (on speaking instrument) from station in advance.

‡ No train follows another under train staff and ticket rules on these branches until the line has been telegraphed clear.

§ These two lengths have 29 chains in common.

¶ Worked upon the ordinary time interval system with signals.

|| When two engines are in steam, which very rarely happens, the train porter system is adopted.

## SUMMARY.

NAME OF RAILWAY COMPANY.	Total Length of Railway open for Passenger Traffic.		Distance worked by Telegraph.		Per- missive Block. Double.	Distance worked by Telegraph,* but not on either of the foregoing Systems.		Distance of Single Lines (not included in the foregoing Columns) worked under the following Systems.		
	Double.	Single.	Double.	Single (in addition to Train Staff System).		Double.	Single (in addition to Train Staff System).	System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon Line or Portions thereof at one and the same Time. (No. 1.)	Train Porter System. (No. 2.)	Train Staff System. (No. 3.)
ENGLAND AND WALES.										
AYLESBURY AND BUCKINGHAM -	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.
BODMIN AND WADEBRIDGE -	—	12 35	—	—	—	—	—	—	—	12 35
BRECON AND MERTHYR TYDFIL JUNCTION.	—	14 0	—	—	—	—	—	14 0	—	—
BRECON AND MERTHYR TYDFIL JUNCTION.	—	58 74	—	*53 46	—	—	0 30	—	—	4 78
BRISTOL PORT RAILWAY AND PIER.	—	5 61	—	—	—	—	—	—	—	5 61
CAMBRIAN - - -	8 75	167 48	8 75	147 36	—	—	—	3 50	0 13	16 29
CARMARTHEN AND CARDIGAN -	—	18 62	—	17 62	—	—	—	1 0	—	—
CENTRAL WALES AND CARMAR- THEN JUNCTION.	—	13 25	—	13 25	—	—	—	—	—	—
CHESHIRE LINES COMMITTEE -	99 71	2 72	91 21	2 72	8 50	—	—	—	—	—
COCKERMOUTH, KESWICK, AND PENRITH.	—	31 14	—	31 14	—	—	—	—	—	—
COLNE VALLEY AND HALSTEAD -	—	19 0	—	—	—	—	19 0	—	—	—
CORNWALL - - -	1 20	64 0	1 20	64 0	—	—	—	—	—	—
CORNWALL MINERALS - - -	—	24 35	—	24 35	—	—	—	—	—	—
COWES AND NEWPORT - - -	—	4 20	—	—	—	—	4 20	—	—	—
DENBIGH, RUTHIN, AND CORWEN	—	18 58	—	—	—	—	—	—	—	18 58
EAST AND WEST JUNCTION -	—	33 20	—	—	—	—	—	—	—	33 20
FESTINIOG - - -	—	13 20	—	1 39	—	—	11 61	—	—	—
FESTINIOG AND BLENAU - -	—	3 60	—	—	—	—	—	3 60	—	—
FURNESS - - -	64 0	35 22	64 0	*35 22	—	—	—	—	—	—
GARSTANG KNOT END - - -	—	7 0	—	—	—	—	—	7 0	—	—
GREAT EASTERN - - -	455 75	393 25	261 20	37 67	—	—	—	1 7	0 71	343 20
GREAT NORTHERN - - -	469 22	167 60	371 22	—	98 0	—	—	—	—	167 60
GREAT WESTERN - - -	951 23	842 4	598 60	*578 19	27 33	30 45	—	59 63	8 7	177 25
HAMMERSMITH AND CITY - -	3 74	—	3 74	—	—	—	—	—	—	—
HOYLAKE AND BIRKENHEAD -	—	5 32	—	—	—	—	—	5 32	—	—
ISLE OF WIGHT - - -	1 0	10 27	1 0	2 41	—	—	7 66	—	—	—
ISLE OF WIGHT (NEWPORT JUNCTION).	—	8 55	—	—	—	—	—	8 55	—	—
LANCASHIRE AND YORKSHIRE -	398 22	26 0	278 78	5 30	—	119 24	11 55	1 40	3 12	4 23
LONDON AND NORTH-WESTERN -	1,174 21	311 22	881 40	*103 10	67 52	25 12	64 54	0 40	—	141 69
LONDON AND NORTH-WESTERN AND GREAT WESTERN JOINT.	111 57	27 22	91 3	—	3 31	—	—	1 31	—	25 71
LONDON AND NORTH-WESTERN AND MIDLAND JOINT.	29 21	—	29 21	—	—	—	—	—	—	—
LONDON AND SOUTH-WESTERN -	462 64	245 60	462 64	204 20	—	—	—	17 60	—	23 60
LONDON, BRIGHTON, AND SOUTH COAST.	260 0	89 0	260 0	89 0	—	—	—	—	—	—
LONDON, CHATHAM, AND DOVER	133 52	22 77	133 52	22 77	—	—	—	—	—	—
LONDON, TILBURY, AND SOUTH- END.	41 45	3 67	6 52	—	—	—	3 67	—	—	—
MACCLESFIELD COMMITTEE -	10 74	—	10 74	—	—	—	—	—	—	—
MANCHESTER AND MILFORD -	—	41 43	—	—	—	—	—	—	—	41 43
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE.	228 60	4 43	68 57	—	—	147 48	—	3 40	—	1 3
MANCHESTER, SOUTH JUNCTION, AND ALTRINCHAM.	9 67	—	9 14	—	0 53	—	—	—	—	—
MARYPORT AND CARLISLE -	27 67	10 20	—	—	—	—	—	4 7	—	6 13

\* The following distances are worked *without* the addition of the Train Staff system:—

Brecon and Merthyr	m. ch.	Great Western	m. ch.
Furness	53 46	L. and N. W.	247 69
	3 14		2 18



## SUMMARY—continued.

NAME OF RAILWAY COMPANY.	Total Length of Railway open for Passenger Traffic.		Distance worked by Telegraph.			Distance worked by Telegraph, but not on either of the foregoing Systems.		Distance of Single Lines (not included in the foregoing Columns) worked under the following Systems.		
	Double.	Single.	Absolute Block. Double.	Single (in addition to Train Staff System).	Per- missive Block. Double.	Double.	Single (in addition to Train Staff System).	System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon Line or Portions thereof at one and the same Time. (No. 1.)	Train Porter System. (No. 2.)	Train Staff System. (No. 3.)
ENGLAND AND WALES—continued.										
	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.
MAWDDWY - - -		6 59						6 59		
METHLEY JOINT - - -	6 0	—	6 0	—	—	—	—	—	—	—
METROPOLITAN - - -	*7 73	1 69	7 73	—	—	—	—	—	1 69	—
METROPOLITAN DISTRICT - - -	8 27.	—	8 27	—	—	—	—	—	—	—
MIDLAND - - -	899 34	223 3	777 12	53 75	—	91 60	16 0	30 78	4 30	117 60
MID-WALES - - -	—	48 40	—	48 40	—	—	—	—	—	—
MONMOUTHSHIRE - - -	32 19	11 32	11 70	3 56	—	—	—	7 56	—	—
NARBERTH ROAD AND MAENCLO- CHOG.	—	8 26	—	—	—	—	—	8 26	—	—
NEATH AND BRECON - - -	—	52 0	—	52 0	—	—	—	—	—	—
NORTHAMPTON AND BANBURY JUNCTION.	—	15 6	—	—	—	—	—	—	—	15 6
NORTH AND SOUTH WESTERN JUNCTION.	3 14	1 31	3 14	1 31	—	—	—	—	—	—
NORTH-EASTERN - - -	839 62	403 4	734 52	171 50	—	110 26	183 59	12 16	—	7 70
NORTH LONDON - - -	11 78	—	11 78	—	—	—	—	—	—	—
NORTH STAFFORDSHIRE - - -	138 40	24 14	138 40	24 14	—	—	—	—	—	—
NORTH UNION - - -	5 55	—	4 24	—	—	—	—	—	—	—
OLDHAM, ASHTON-UNDER-LYNE, AND GUIDE BRIDGE JUNCTION.	5 64	—	5 64	—	—	—	—	—	—	—
OTLEY AND ILKLEY JOINT - - -	6 13	—	6 13	—	—	—	—	—	—	—
PEMBROKE AND TENBY - - -	—	27 34	—	27 34	—	—	—	—	—	—
POTTERIES, SHREWSBURY, AND NORTH WALES.	—	25 76	—	—	—	—	—	—	—	25 76
PRESTON AND LONGRIDGE - - -	—	6 54	—	—	—	—	—	—	—	6 54
RAVENGLASS AND ESKDALE - - -	—	7 5	—	—	—	—	—	7 5	—	—
RHYMNEY - - -	15 78	18 20	15 78	17 67	—	—	—	0 33	—	—
RHYMNEY AND GREAT WESTERN JOINT.	9 20	—	9 20	—	—	—	—	—	—	—
RYDE AND NEWPORT - - -	—	7 56	—	7 56	—	—	—	—	—	—
SEVERN AND WYE - - -	0 60	17 9	—	16 54	0 60	—	—	0 35	—	—
SHEFFIELD AND MIDLAND JOINT COMMITTEE.	17 47	2 16	17 47	—	—	—	—	—	—	2 16
SOUTH-EASTERN - - -	315 20	10 51	315 20	—	—	—	—	6 1	—	4 50
SOUTH-WESTERN AND MIDLAND - - -	—	93 3	—	93 3	—	—	—	—	—	—
STAFFORD AND UTOXETER - - -	—	13 20	—	—	—	—	—	—	—	13 20
TAF VALE - - -	46 69	10 73	6 77	—	2 9	—	—	10 57	—	—
THETFORD AND WATTON - - -	—	34 20	—	34 20	—	—	—	—	—	—
TRENT, ANCHOLME, AND GRIMSBY VALE OF TOWEY - - -	13 2	—	—	—	—	13 2	—	—	—	—
VAN - - -	—	11 8	—	11 8	—	—	—	—	—	—
VAN - - -	—	6 27	—	—	—	—	—	6 27	—	—
WATLINGTON AND PRINCES RIS- BOROUGH.	—	8 66	—	—	—	—	—	8 66	—	—
WEST LONDON EXTENSION - - -	4 78	—	4 78	—	—	—	—	—	—	—
WEST SOMERSET MINERAL - - -	—	6 0	—	—	—	—	—	6 0	—	—
WHITEHAVEN, CLEATOR, AND EGREMONT.	16 3	7 46	15 54	—	—	—	7 46	—	—	—
WHITLAND AND TAF VALE - - -	—	14 6	—	14 6	—	—	—	—	—	—
WREXHAM, MOLD, AND CONNAR'S QUAY.	—	8 76	—	—	—	—	—	—	—	8 76
TOTAL, ENGLAND AND WALES	7,349 6	3,890 58	5,735 68	2,012 9	208 48	537 57	330 58	244 64	18 42	1,226 56

\* Including the Metropolitan and Metropolitan District Joint Lines, 1 m. 11 ch.

\* Worked without the addition of the Train Staff System.

## SUMMARY—continued.

NAME  OF  RAILWAY COMPANY.	Total Length of Railway open for Passenger Traffic.		Distance worked by Telegraph.			Distance worked by Telegraph, but not on either of the foregoing Systems.		Distance of Single Lines (not included in the foregoing Columns) worked under the following Systems.		
			Absolute Block.		Per- missive Block. Double.			System in which only One Engine in Steam or Two or more Engines coupled together are allowed to be upon Line or Portions thereof at one and the same Time. (No. 1.)	Train Porter System. (No. 2.)	Train Staff System. (No. 3.)
	Double.	Single.	Double.	Single (in addition to Train Staff System).						
SCOTLAND.										
	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.	m. ch.
CALEDONIAN - - -	415 8	333 7	334 78	*58 74	—	—	60 61	2 33	—	209 41
CITY OF GLASGOW UNION -	2 74	—	2 74	—	—	—	—	—	—	—
GLASGOW AND KILMARNOCK JOINT.	23 77	5 5	23 77	—	—	—	—	—	—	5 5
GLASGOW AND PAISLEY JOINT -	7 72	—	7 72	—	—	—	—	—	—	—
GLASGOW AND SOUTH-WESTERN	194 45	78 20	47 56	—	16 53	—	—	—	—	78 20
GREAT NORTH OF SCOTLAND -	6 20	281 20	6 20	*275 40	—	—	—	5 60	—	—
HIGHLAND - - -	6 65	395 20	6 65	395 20	—	—	—	—	—	—
LEVEN AND EAST OF FIFE -	—	18 57	—	—	—	—	—	—	—	18 57
NORTH BRITISH - - -	369 8	386 7	90 49	69 50	29 37	—	—	—	1 47	285 37
WIGTOWNSHIRE - - -	—	16 24	—	—	—	—	—	16 24	—	—
TOTAL, SCOTLAND - -	1,026 49	1,514 0	521 11	*799 24	46 10	—	60 61	24 37	1 47	597 0
IRELAND.										
BELFAST AND COUNTY DOWN -	—	55 40	—	—	—	—	—	—	—	55 40
BELFAST AND NORTHERN COUN- TIES.	18 27	132 3	18 27	—	—	—	—	105 41	—	26 42
BELFAST, HOLYWOOD, AND BAN- GOR.	4 40	7 63	—	—	—	—	—	—	—	7 63
CASTLEISLAND - - -	—	4 28	—	—	—	—	—	4 28	—	—
CORK AND BANDON - - -	—	30 60	—	—	—	—	—	—	—	30 60
CORK AND MACROOM DIRECT -	—	24 60	—	—	—	—	—	—	—	24 60
CORK, BLACKROCK, AND PAS- SAGE.	—	6 37	—	—	—	—	—	6 37	—	—
DUBLIN, WICKLOW, AND WEX- FORD.	18 0	117 40	—	—	—	—	—	—	—	117 40
DUNDALK AND GREENORE -	—	26 72	—	—	—	—	26 72	—	—	—
FINN VALLEY - - -	—	13 18	—	—	—	—	—	13 18	—	—
GREAT NORTHERN OF IRELAND	137 25	321 73	—	—	—	—	—	8 21	—	313 13
GREAT SOUTHERN AND WESTERN OF IRELAND.	194 53	290 54	1 5	—	—	—	—	—	—	290 54
LONDONDERY AND LOUGH SWILLY.	—	12 2	—	—	—	—	—	12 2	—	—
MIDLAND GREAT WESTERN -	114 69	300 70	14 17	5 0	—	3 33	25 36	0 56	—	269 58
NEWRY AND ARMAGH - - -	—	21 77	—	—	—	—	—	—	—	21 77
NEWRY, WARRENPOINT, AND ROSTREVOR.	—	6 0	—	—	—	—	—	6 0	—	—
WATERFORD AND CENTRAL IRE- LAND.	—	60 0	—	—	—	—	—	—	—	60 0
WATERFORD AND LIMERICK -	21 60	185 9	—	—	—	—	—	—	—	185 9
WATERFORD AND TRAMORE -	—	7 20	—	—	—	—	—	7 20	—	—
WEST CORK - - -	—	17 60	—	—	—	—	—	17 60	—	—
TOTAL, IRELAND - - -	509 34	1,642 66	33 49	5 0	—	3 33	52 28	181 43	—	1,403 36
TOTAL, UNITED KINGDOM -	8,885 9	7,047 44	6,290 48	2,816 33	254 58	541 10	443 67	450 64	20 9	3,227 12

\* Worked on the absolute block system together with the train porter system.

a 10 m. 42 ch. of which is worked without the addition of the train staff system.

A 328 m. 37 ch. of this total is similarly worked.

COMPARATIVE STATEMENT showing the Number of Miles of Double Line open for Passengers' Traffic, and the Distance thereof worked on the ABSOLUTE BLOCK SYSTEM, in the Years 1875 and 1876 respectively, on the following Railways:—

NAME OF COMPANY.	1875.		1876.		Per-centage of Double Line worked on Absolute Block System.		Per-centage Increase in 1876 over 1875.
	Length of Line open.	Distance worked on Absolute Block System.	Length of Line open.	Distance worked on Absolute Block System.	1875.	1876.	
ENGLAND AND WALES:							
CHESHIRE LINES	84	84	100	91	—	Throughout.	
CORNWALL	1	1	1	1	—		
FURNESS	65	65	64	64	—		
GREAT EASTERN	445	218	456	261	49	57	8
GREAT NORTHERN	474	348	469	371	74	79	5
GREAT WESTERN	829	436	951	599	53	63	10
HAMMERSMITH AND CITY	4	4	4	4	—	Throughout.	
ISLE OF WIGHT	—	—	1	1	—		
LANCASHIRE AND YORKSHIRE	414	158	398	279	38	70	32
LONDON AND NORTH-WESTERN	1,156	811	1,174	881	70	75	5
LONDON AND NORTH-WESTERN AND GREAT WESTERN JOINT.	112	91	112	91	81	81	Nil.
LONDON AND NORTH-WESTERN AND MIDLAND JOINT.	—	—	29	29	—	Throughout.	
LONDON AND SOUTH-WESTERN	445	445	463	463	—		
LONDON, BRIGHTON, AND SOUTH COAST	254	254	260	260	—		
LONDON, CHATHAM, AND DOVER	134	134	134	134	—	14	12
LONDON, TILBURY, AND SOUTHBEND	40	1	42	6	2½		
MACCLESFIELD COMMITTEE	11	11	11	11	Throughout.		
MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE	226	49	229	69	22	30	8
MANCHESTER SOUTH JUNCTION AND ALTRINCHAM	9	8	10	9	89	90	1
METHLEY JOINT	6	6	6	6	—	Throughout.	
METROPOLITAN	8	8	8	8	—		
METROPOLITAN DISTRICT	8	8	8	8	—		
MIDLAND	849	687	899	777	81	88	7
MONMOUTHSHIRE	32	12	32	12	37½	37½	Nil.
NORTH AND SOUTH-WESTERN JUNCTION	3	3	3	3	—	Throughout.	
NORTH-EASTERN	841	609	840	735	72	87½	15½
NORTH LONDON	12	12	12	12	—	Throughout.	
NORTH STAFFORDSHIRE	139	139	139	139	—		
NORTH UNION	6	6	6	4	—		
OLDHAM, ASHTON, AND GUIDE BRIDGE JUNCTION	6	—	6	6	Nil	Throughout.	
OTLEY AND ILKLEY JOINT	6	6	6	6	—		
RHYMNEY	38	38	16	16	—		
RHYMNEY AND GREAT WESTERN	—	—	9	6	—	Throughout.	
SHEFFIELD AND MIDLAND COMMITTEE	18	18	18	18	—		
SOUTH-EASTERN	316	316	315	315	—		



NAME OF COMPANY.	1875.		1876.		Per-centage of Double Line worked on Absolute Block System.		Per-centage Increase in 1876 over 1875.
	Length of Double Line open.	Distance worked on Absolute Block System.	Length of Double Line open.	Distance worked on Absolute Block System.	1875.	1876.	
ENGLAND AND WALES—continued.							
TAFF VALE - - - - -	42	1	47	7	2	15	13
WEST LONDON EXTENSION - - - - -	5	5	5	5	—	Throughout.	
WEST RIDING AND GRIMSBY - - - - -	20	20	20	20	—		
WHITEHAVEN, CLEATOR, AND EGREMONT - - - - -	16	16	16	16	—		
TOTAL, ENGLAND AND WALES - - - - -	7,195	5,191	7,349	5,736	71	78	7
SCOTLAND :							
CALEDONIAN - - - - -	412	239	415	335	58	81	23
CITY OF GLASGOW UNION - - - - -	3	3	3	3	—	Throughout.	
GLASGOW AND KILMARNOCK - - - - -	23	23	24	24	—		
GLASGOW AND PAISLEY - - - - -	8	8	8	8	—		
GLASGOW AND SOUTH-WESTERN - - - - -	193	82	195	47	42	24	—
GREAT NORTH OF SCOTLAND - - - - -	6	6	6	6	—	Throughout.	
HIGHLAND - - - - -	7	7	7	7	—		
NORTH BRITISH - - - - -	369	78	369	91	21	25	4
&c. - - - - -	&c.	&c.	&c.	&c.	&c.	&c.	&c.
TOTAL, SCOTLAND - - - - -	998	423	1,027	521	42	51	9
IRELAND :							
BELFAST AND NORTHERN COUNTIES - - - - -	18	18	18	18	—	Throughout.	
GREAT SOUTHERN AND WESTERN - - - - -	195	1	195	1	1	1	Nil
MIDLAND GREAT WESTERN - - - - -	115	12	115	14	10	12	2
TOTAL IRELAND - - - - -	558	69	509	34	12	7	—
TOTAL, UNITED KINGDOM - - - - -	8,750	5,582	8,885	6,290	64	71	7

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339

TRAMWAY AND GAS AND WATER ORDERS.

SESSION 1877.

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Report by the Board of Trade of their Proceedings under "The Tramways Act, 1870," and "The Gas and Water Works Facilities Act, 1870," during the Session of 1877.

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Presented to both Houses of Parliament by Command of Her Majesty.

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Thirty notices of intended applications for Provisional Orders under the above-mentioned Acts were deposited at the Board of Trade in 1876, viz., 12 in respect of tramways, and 18 in respect of gas and water.

Only 28 applications, however, were actually made to the Board of Trade, viz., 12 in respect of tramways, 12 in respect of gas, 3 in respect of water, and 1 in respect of gas and water combined.

Of the 12 applications in respect of tramways 8 were granted, and 4 the Board of Trade refused to proceed with.

Of the 12 applications in respect of gas 10 were granted, 1 was refused, and 1 was not proceeded with by the promoters.

All the 3 applications in respect of Orders relating to waterworks were granted. The one application in respect of gas and water combined was also granted.

The fees received with these applications amounted to 980*l*.

Three public inquiries under the Tramways Act, 1870, were held under the direction of the Board of Trade by their Inspecting Officers.

*Tramway Orders.*

All the 8 tramway orders granted,\* were for the construction of new tramways, or the extension of existing tramways; 4 of them were opposed, viz., "Nottingham and District," "Portsea Street," "Rusholme Local Board," and "Wolverhampton;" 4 the Board of Trade refused to proceed with, viz., "Dewsbury, Batley, and Birstal," "Neath and District," "Sheffield," and "Swansea." As a Select Committee of the House of Commons was appointed to inquire into the use of mechanical power on tramways, "and to consider how far, and under what regulations the employment of steam or other mechanical power may be allowed upon tramways," the Board of Trade declined to proceed with such of the applications for Provisional Orders as merely sought for authority to use mechanical power, and they also refused to insert in the Provisional Orders made by them, any clauses which related to the use of mechanical power.

The Select Committee, however, having recommended that a Tramway Company should be allowed to use mechanical power as an experiment, for a limited period, the Board of Trade introduced a Bill into Parliament to enable them by a licence, containing such conditions as they might think fit, to authorise for a limited period, not exceeding one year, as an experiment only, the use of any specified mechanical power, either in addition to or in substitution of animal power, and to enable the Board of Trade, from time to time, to renew such licence for the period not exceeding one year, and also for the purpose of enabling the Promoters of the Provisional Orders which the Board of Trade refused to proceed with, and also of the Orders in which they refused to insert clauses relating to the use of mechanical power, to apply again next session without payment of any fee. The Bill, however, was not proceeded with.

In the case of the Bristol Tramways (Extension) Order, objections were received from owners and occupiers in Temple Street, and as their objections could not be overcome, the Board of Trade, at the request of the promoters, struck out of the Order the power to construct tramways in that street. Power was given to abandon a portion of one of the tramways authorised by the Bristol and Eastern District Tramways Order, 1875, the period for the completion of which had not expired, and the deposit which had been made in respect of the abandoned portion was made applicable to the undertaking authorised by the order of this Session.

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\* (1.) Barton, Eccles Winton and Monton Local Board. (2.) Bristol Tramways (Extensions). (3.) Hull Street Tramways (Extensions.) (4.) Manchester Suburban. (5.) Nottingham and District. (6.) Portsea Street. (7.) Rusholme Local Board. (8.) Wolverhampton.



The Hull Street Tramways (Extension) Order was promoted by the Continental and General Tramway Company, Limited. The application was opposed by the Corporation of Hull, on the grounds that the existing tramways in Hull, which are owned by the Hull Street Tramways Company were not worked satisfactorily, and that the new tramways proposed to be authorised by the Order would, when constructed, be sold to the above-mentioned Company. The Board of Trade accordingly called upon the Hull Street Tramway Company to adopt certain Byelaws to remedy the objections raised. The Company having adopted them, and the proposed sale of the tramways being made subject to the consent of the Board of Trade, the Corporation withdrew their opposition.

With respect to the Manchester Suburban Tramways Order, the Moss Side Local Board refused to give their consent, the Board of Trade accordingly struck out of the Order the portion of tramway proposed to be laid in their district.

In the case of the Nottingham and District Tramways Order the Board of Trade dispensed with the consent of one of the Road Authorities and made the following report, and laid it before both Houses of Parliament on the 3rd May :—

“ REPORT by the BOARD OF TRADE with respect to the Application of the PROMOTERS  
“ of the NOTTINGHAM AND DISTRICT TRAMWAYS PROVISIONAL ORDER.

“ The Board of Trade have to report, in compliance with Section 5 of the Tramways Act, 1870, that they have made a Provisional Order in the case of the application  
“ of the Promoters of the Nottingham and District Tramways Order, notwithstanding  
“ that the consent of one of the road authorities was not obtained.

“ The application was for authority to construct tramways in the town of Nottingham, and in the parishes of Basford, Radford, and Lenton.

“ The local and road authorities are the Corporation of Nottingham, the Basford Local Board, the Radford Local Board, and the Lenton Local Board, and the  
“ Trustees of the Nottingham and Mansfield Turnpike Road.

“ The whole of these authorities, with the exception of the Trustees of the Nottingham and Mansfield Road, gave their consent. The Board of Trade  
“ accordingly appointed Major General Hutchinson, R.E., one of their inspecting  
“ officers, to hold a public inquiry at Nottingham, and to report to them as to the  
“ expediency of dispensing with the consent of the Trustees of the Nottingham and  
“ Mansfield Road.” General Hutchinson reported as follows :—

“ *The Nottingham and Mansfield Road Trustees have jurisdiction over 1 mile 12  
“ chains out of a total length of 6 miles 26 chains of road, along which the proposed  
“ tramways are to pass. Their trust expires (according to Act of Parliament) in  
“ November next, and the charge of the roads over which they now exercise jurisdiction  
“ will pass into the hands of the Corporation at Nottingham. The trustees  
“ stated that they had wished to remain neutral in the matter of the tramways, but  
“ as the Board of Trade had required them either to assent or dissent, they felt  
“ bound to do the latter on general grounds, and on the special ground that Milton  
“ Street was too narrow for tramways to traverse; that they had consented to the  
“ scheme in 1874 only upon conditions of very stringent regulations as regards traffic  
“ and maintenance.*

“ *The Chairman of the Nottingham Corporation Works and Highways then informed  
“ me that he saw no reason on the part of the Corporation to object to the tramways  
“ passing along these streets, the charge of which would come into the hands of the  
“ Corporation on the expiry of the powers of the Nottingham and Mansfield Road  
“ Trustees in November next.*

“ The Board of Trade accordingly dispensed with the consent of the Trustees of the  
“ Nottingham and Mansfield Road, and made a Provisional Order.”

This Order was opposed by certain frontagers, but their opposition was removed by an alteration in the plan of laying down the tramway, and by a proviso in the Order. The Waterworks Company also opposed the Order and requested that a clause giving special power to the Company to stop the traffic on the tramway for the purpose of laying down or repairing pipes without giving notice to the promoters might be inserted. As it was considered that the Company was sufficiently protected by the Tramways Act, 1870, which enables them, in cases of *urgency*, to interrupt the traffic without giving such notice, the Board of Trade refused to insert such a clause.

Petitions against the Order were presented to Parliament by the Corporation of Nottingham (who had previously given their consent to the Order), and by the Midland



Railway Company. The confirming Bill was consequently referred to a Select Committee so far as regarded this Order. The promoters, however, having agreed with the Corporation and the Company to submit to the Board of Trade certain clauses for insertion in the Order, and the petition having been withdrawn, the Board of Trade consented to move for the insertion of the clauses in Committee of the whole House, the clauses were accordingly moved for and inserted. A further clause was also moved for by the Board of Trade, and inserted in Committee, giving power to the Corporation to purchase the portions of the tramway within the borough if not completed within the time limited.

In the case of the Portsea Street Tramways Order there was considerable objection from frontagers to the tramway, and Colonel Yolland was accordingly appointed to hold a public inquiry at Portsea, under the Tramways Act, 1870. Colonel Yolland reported that the route through Portland Street was a very objectionable one, from the narrowness of the street and the sharp turns at right angles, and that there was an alternative route available. The Board of Trade accordingly refused to sanction a tramway being laid in Portland Street, but granted an Order varying the route as suggested by Colonel Yolland, and in accordance with an amended plan deposited at the Board of Trade. The promoters proposed by a clause to abandon a portion of their tramway authorised by a Provisional Order of last Session, and to have a proportionate grant of the deposit given up, the Board of Trade however struck the clause out of the Order.

In the case of the Rusholme Local Board Tramway Order the justices of the peace for the county of Lancaster claimed to be the road authority with respect to the structure of Leigh and Platt bridges, and of the roads over and adjoining them for a distance of  $305\frac{1}{2}$  yards, and opposed the application, as their consent had not been obtained. The promoters contended that their consent was not required by the Tramways Act, 1870. The Board of Trade, however considered that they came within the definition of a road authority under section three of the Act with respect to the portion of road above mentioned. The promoters having agreed with the justices for the insertion of a clause in the Order to protect the interests of the county the opposition was withdrawn.

In the case of the Wolverhampton Tramways Order the application was opposed by the Bilston Town Commissioners, and Major-General Hutchinson was appointed by the Board of Trade to hold a public inquiry. The Commissioners, however, withdrew their opposition on condition that the promoters should provide an omnibus service between Bilston and Bradley, or else apply for powers next session to extend the tramway from Bilston to Moseley and Bradley. The promoters having consented, a clause was inserted in the Order binding them to apply to the Board of Trade next session for a Provisional Order for this purpose, and binding the Corporation to give them the necessary facilities for obtaining the same.

A clause was also inserted in the Order giving the Corporation of Wolverhampton power to exercise the powers of purchase contained in the 43rd section of the Tramways Act, 1870, within 10 years of the opening of the tramway for traffic, provided that, if the Corporation exercises that power the purchase money shall be awarded upon the ordinary principle of a compulsory sale.

## THE TRAMWAYS.

### *General Observations.*

The Tramway Orders of 1877 contain the ordinary clauses which are generally introduced into Acts authorising the construction of tramways.

The promoters are bound to adopt any improvement in the form of rail which may be required by the Board of Trade. They are bound to maintain the rails as well as the road in good order, and to alter the level of the tramway to suit any alteration in the level of the street.

Where in a double line of tramway there is a less space than 9 feet 6 inches between the kerb and the rail, passing places are to be constructed for the transfer of the carriages from one line to the other.

The promoters are authorised to make additional passing places where necessary, provided that such passing place does not approach nearer the footpath than 9 feet 6 inches if the frontager objects. The Orders also contain a provision for the construction of temporary tramways during the execution of any work affecting the

streets and for disposing of the materials excavated during the construction of the tramway.

In some of these Orders the promoters are authorised to carry animals, goods, minerals, and parcels, as well as passengers; in others, passengers and their luggage only.

It is provided that carriages for daily labourers and artisans shall be run every morning and evening, and in case of complaint power is given to the Board of Trade to fix and regulate from time to time the hours of running these carriages. In towns the hours for running these carriages must be not later than 7 o'clock in the morning or earlier than 6 o'clock in the evening, and in the country at such hours as the promoters think most convenient.

The Bill for confirming the Tramway Orders of 1877 was introduced into the House of Lords and read a first time on the 3rd May.

In the House of Commons the Bill received the Royal Assent on the 23rd July.

In cases where special conditions are imposed on the promoters by corporations or other local authorities, or by railway or canal companies, before their consent to the Provisional Order is given, the Board of Trade embody those conditions in the Orders in such terms as they consider desirable. The Board of Trade, however, take no cognisance of agreements entered into between the promoters and private individuals, but leave it to the parties themselves to enter into and enforce them between themselves.

#### GAS ORDERS.

Of the 10 Gas Orders,\* 6 were for the maintenance, continuance, and enlargement of existing works,† 1 for the construction of new gas works, ‡1 for extension of limits of supply, &c. and §2 for raising additional capital only.

Three of the applications for Orders were opposed, 2 being for the maintenance and continuance of existing works, viz., "Guisbrough" and "Ilkeston," and one for the extension of limits of supply, viz., "Southbank and Normanby."

In the case of the Guisbrough Gas Order the application was opposed by the local authority, who applied for the insertion of a clause to enable them to compulsorily purchase the undertaking, and complained of the quantity and quality of the gas supplied to the public lamps, and of the proposed maximum price. As the Board of Trade had no power under the Act to authorise the purchase, and as the matters complained of would be regulated by the Order, they saw no sufficient reason to refuse the application. The Board of Trade, however, after inquiry, consented to reduce the maximum price applied for of 6s. 8d. to 6s. per 1,000 cubic feet.

In the case of the Ilkeston Gas Order the application was opposed by the Ilkeston Local Board, who wished to acquire the undertaking. The grounds of their objections were, insufficiency of supply, especially to the public lamps, the price, quality, and pressure of the gas, and injury to the streets. They also objected to the proposed maximum price and the amount of capital sought for. As it appeared to the Board of Trade that the matters complained of would be regulated by the Order, and the Gas Works Clauses Acts incorporated therewith, and that it would be competent to the Local Authority to enforce compliance with the provisions of the Order, and thus remedy the matters complained of, they granted the Order.

The Board of Trade however fixed the amount of the original capital at the amount expended on the works, viz., 12,045*l.* instead of 15,530*l.* as applied for, and reduced the additional capital applied for, from 15,530*l.* to 10,000*l.*, but made no alteration in the proposed maximum price of 5s. per 1,000 cubic feet.

In the case of the Southbank and Normanby Order, Messrs. Bolckow, Vaughan, and Co., who supplied gas in the district to their own works, but without Parliamentary authority to do so, opposed, and wished to have a clause inserted to protect their rights. As it appeared to the Board of Trade such a clause would be unobjectionable, they inserted it accordingly.

\* (1.) Abingdon. (2.) Brotton. (3.) Cranleigh. (4.) Guisbrough. (5.) Horsham. (6.) Ilkeston.

† North Camp and Farnboro' District.

‡ Southbank and Normanby.

§ Mansfield and Newcastle-under-Lyme.



The promoters having applied for a sliding scale with respect to price and dividend, the following clause was inserted:—

“(1.) The standard price to be charged by the undertakers for gas supplied by them shall be 5s. per 1,000 cubic feet, provided that the undertakers may increase or diminish such standard price subject to a decrease or increase in the prescribed rates of dividend to be calculated as follows:—

“For every 1d. or part of 1d. charged in excess or in diminution of such standard price in any year the prescribed rates of dividend shall for such year be reduced or increased by 5s. in the 100% per annum, and such prescribed rates of dividend when so reduced or increased shall, for the purposes of the Gasworks Clauses Act, 1847, be considered to be the prescribed rates of dividend.

“(2.) In case the amount due by any consumer is not paid within one month after demand the undertakers shall be entitled to demand by way of fine in respect of every 1,000 cubic feet of gas consumed, and charged for in such amount, a sum not exceeding 1d. for every 1s. forming part of the standard price payable in respect of such 1,000 cubic feet, and any such sum so demanded by the undertakers shall be paid to the undertakers, and may be recovered by them in like manner as gas rents.

A petition against the Ilkeston Gas Order was presented to Parliament by the Local Board of Ilkeston. The confirming Bill was consequently referred to a Select Committee, so far as regarded this Order. The Promoters and the Local Board having come to an understanding the Committee, reported that the promoters did not intend to proceed further with the Order this Session.

#### GENERAL OBSERVATIONS.

In cases where additional capital has been authorised the five following clauses have been inserted:—

“(1.) The Company shall, when any shares forming part of the additional capital by this Order authorised are to be issued, and before offering the same to the holder of any other shares or stock of the undertakers, and whether the ordinary shares or ordinary stock of the undertakers are or is at a premium, or not, offer the same for sale by public auction or by tender, in such manner, at such times, and subject to such conditions of sale as the undertakers shall from time to time determine: Provided that, at any such sale the reserved price put upon such shares or stock shall not be less than the nominal amount thereof, and notice of the amount of such reserved price shall be sent by the Company in a sealed letter to the Board of Trade not less than 24 hours before the day of auction, or the last day for the reception of tenders, as the case may be, and such letter may be opened after such day of auction, or last day for the reception of tenders, and not sooner, and provided that no priority of tender shall be allowed to any holder of shares or stock in the Company.

“(2.) The intention to sell any such shares or stock by auction or by tender shall be communicated by the undertakers in writing to the clerk of the Local Authority [town clerk of the borough] of the district in which the principal office of the Company is situate and to the Secretary of the Committee of the London Stock Exchange, at least twenty-eight days before the day of auction, or the last day for the reception of tenders, as the case may be, and notice of such intention shall be duly advertised once in each of two consecutive weeks, in one or more local newspapers circulating within the limits of such district [borough].

“(3.) When any shares or stock created under the powers of this Order have been offered for sale by auction or by tender, under the provisions of this Order, and not sold, the same shall be offered at the reserved price put upon the same respectively for the purpose of sale by auction or tender, to the holders of the ordinary shares or ordinary stock of the undertakers, as may be prescribed by a special resolution passed by the undertakers: Provided always, that any shares so offered and not accepted within the time prescribed by such special resolution, shall again be offered for sale by public auction or by tender, in the manner and subject to the provisions of this Order with respect to the sale of shares forming part of the additional capital by this Order authorised.

“(4.) Any sum of money which shall arise from the issue of any shares under the provisions of this Order by way of premium, after deducting therefrom the expenses of and incident to such issue, shall not be considered as profits of the undertakers,



“ but shall be expended in extending or improving the works of the undertakers, or  
 “ in paying off money borrowed or owing on mortgage by the undertakers, and shall  
 “ not be considered as part of the capital of the undertakers entitled to dividend.

“ (5.) Where the highest amount bidden or tendered by any proprietor of a share  
 “ or shares of the undertakers (in this Order referred to as a “ proprietor ”), for any  
 “ share or any number of shares offered for sale by auction or by tender under the  
 “ provisions of this Order is equal to the highest amount bidden or tendered for  
 “ such last-mentioned share or shares by any person not being a proprietor, then,  
 “ and in every such case, such proprietor shall be declared to be the purchaser of and  
 “ entitled to such share or shares.”

The illuminating power of the gas is fixed in these Orders at a minimum of 14 candles, and the maximum price varies from 5s. to 7s. per 1,000 cubic feet, except in the case of the Cranleigh Order, where the minimum is fixed at 12 candles, and the maximum price at 9s.

The Orders contain the ordinary clauses which are generally introduced into Gas Acts.

The pressure is fixed in all cases at  $\frac{1}{10}$  of an inch by day and  $\frac{1}{10}$  by night. Special authority is also given to the gas examiner to open any road or street for the purpose of testing the pressure.

#### WATER ORDERS.

Of the\* 3 Orders relating to water undertakings, one was for the construction of new waterworks, and 2 for additional capital; there was no opposition to any of these Orders.

#### GAS AND WATER (combined) ORDER.

This † Order was for the construction of new gas and new waterworks, and there was no opposition to it. Power is given to the promoters to supply water in bulk, outside their limits of supply by agreement, for any purpose, provided that the supply of water within the limits for domestic purposes is not interfered with, and provided that the promoters shall not break up any road, or execute any work beyond the limits of supply, or supply water within the limits of supply of any other company or persons empowered by Act of Parliament to supply water.

The two Gas and Water Orders Confirmation Bills were introduced into the House of Lords and read the first time on the 3rd May.

In the House of Commons there was no opposition, and the two Bills received the Royal Assent on the 28th June and the 23rd July, respectively.

Board of Trade,  
 Whitehall Gardens,  
 2nd August 1877.

EDWARD STANHOPE,  
 Secretary.

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\* (1.) Bridport. (2.) Burgess Hill and St. John's Common. (3.) Ruthin.

† (1.) Pickering Gas and Water.

545

TRAMWAYS.

RETURN to an Order of the Honourable The House of Commons,  
dated 23 February 1877;—for,

RETURN “of STREET and ROAD TRAMWAYS, showing the Amount of Capital  
Authorised, and the Length Opened for the Public Conveyance of Passengers,  
from the passing of ‘The Tramways Act, 1870,’ down to the 30th day of  
June 1876.”

Board of Trade, }  
February 1877. }

T. H. FARRER.

(*Mr. Edward Stanhope.*)

Ordered, by The House of Commons, to be Printed,  
23 February 1877.





Edinburgh Street -	Edinburgh Tramways Act, 1871. 34 & 35 Vict. c. 89.	300,000	75,000	149,550	-	-	30,000	179,550	218,595	4	7	10	4	3	26	13	30	10	4	3	26	13	30	§ The whole of the single line, with the exception of 1 furlong 5.15 chains, is used for stable line connexions only, and that portion, viz., 1 furlong, 5.15 chains, forms part of an authorised double line.    The Tramways authorised by these Acts so far as within the municipal boundary were vested in the Corporation.
Glasgow Street (now owned by Corporation).	Glasgow Street Tramways Act, 1870, 33 & 34 Vict. c. 175.	300,000	-	-	-	-	-	-	210,500	-	-	22	73	1	12	24	5	15	19	£1	10	16	29	
	Glasgow Corporation Tramways Act, 1872. 35 & 36 Vict. c. 121.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Ditto, 1875, 38 & 39 Vict. c. 123.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Vale of Clyde Tramway Act, 1871. 34 & 35 Vict. c. 108.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	† (See Vale of Clyde.)    Glasgow, Bothwell, Hamilton, and Wishaw Tramways Act, 1872, 35 & 36 Vict. c. 198.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Great Yarmouth -	- - - - -	-	-	-	-	-	-	-	31,412	3	7	8	79	0	78	9	97	2	11	0	34	2	45	
Greenock Street (owned by Board of Police of Greenock).	Greenock Street Tramways Act, 1871. 34 & 35 Vict. c. 95.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Glyn Valley -	Glyn Valley Tramways Act, 1870, 33 & 34 Vict. c. 166.	25,000	8,300	16,859	Nil	-	-	16,859	16,464	19	9	-	-	10	54	10	54	-	-	7	51	7	51	
Hoylake and Birkenhead Railway and Tramways.	Hoylake and Birkenhead Railway and Tramways Act, 1872, 35 & 36 Vict. c. 127.	70,000	-	-	-	-	-	-	-	-	0	54	1	72	2	46	-	-	-	-	-	-	-	
Hull Street -	Tramways Order Confirmation Act, 1872 (No. 4), 35 & 36 Vict. c. 158. Hull Street Tramways Act, 1875. 38 & 39 Vict. c. 159.	60,000	-	-	-	-	-	-	23,000	-	-	-	-	7	17	7	17	-	-	1	35	1	35	
Kent -	Kent Tramways Act, 1873, 36 & 37 Vict. c. 224.	150,000	-	-	-	-	-	-	-	-	-	-	-	24	39	24	39	-	-	-	-	-	-	
Leeds -	Leeds Tramways Act, 1872, 35 & 36 Vict. c. 174.	160,000	-	134,725	-	-	-	134,725	155,428	-	-	5	40	5	45	11	5	5	40	5	45	11	5	
Leicester -	Tramways Orders Confirmation Act, 1873, 36 & 37 Vict. c. 197.	50,000	-	41,860	-	-	-	41,860	42,403	-	-	-	-	4	35	4	35	-	-	4	35	4	35	
Lowestoft and Yarmouth (owned by Great Yarmouth Tramways Company).	Tramways Orders Confirmation Act, 1871, 34 & 35 Vict. c. 189.	30,000	15,000	15,000	15,000	-	-	30,000	30,000	-	-	-	-	2	0	2	0	-	-	2	0	2	0	

\* In the case of Tramways authorised to be constructed by Corporations or other local authorities, the amount of Capital which is to be set apart for the Tramways is not specified by the Act in every case.

RETURN of Street and Road Tramways authorised by Parliament, showing the Amount of Capital Authorised, Raised, and Expended, &amp;c.—continued.

Name of Tramway.	Acts (or Acts confirming Provisional Order) relating to the Tramways.	Capital authorised to be Raised.		Capital Paid up.			Capital Expended.	Length of Road on which Tramway is Authorised.			Length of Road on which Tramway has been Opened for Public Traffic.			REMARKS.
		By Shares.	By Loans.	By Shares.	By Deben- ture Sock.	By Loan.	Total.	Double Line.	Single Line.	Total.	Double Line.	Single Line.	Total.	
Manchester Corporation.	Tramways Orders Confirmation Act, 1875, 38 & 39 Vict. c. 167.	£. -	£. 50,000	£. -	£. -	£. -	£. -	m. ch. 3 26	m. ch. 2 22	m. c. 5 48	m. ch. -	m. ch. -	m. ch. -	
Middlesbrough and Stockton.	Tramways Orders Confirmation Act, 1873, 36 & 37 Vict. c. 197.	50,000	5,000	* 11,650	-	† 5,000	16,650	-	5 33	5 33	-	2 22	2 22	* Includes 214 l. received on shares forfeited for non-payment of calls. † 4,000 l. borrowed on personal security of directors and 1,000 l. on mortgage.
Neath District	Middlesbrough and Stockton Street Tramways Act, 1875, 38 & 39 Vict. c. 95.	35,000	6,000	25,408	† 5,000	-	30,408	-	-	4 6	-	4 6	4 6	‡ In addition to 5,200 l. which was not authorised by order but has been borrowed with assent of the shareholders. § Includes certain outstanding liabilities on capital account.
Newport. (Monmouthshire).	Tramways Orders Confirmation Act, 1873, 36 & 37 Vict. c. 197.	10,000	-	9,465	-	925	10,390	-	2 51	2 51	-	1 32	1 32	
Newbury and Lamborne.	Tramways Orders Confirmation Act, 1874, 37 & 38 Vict. c. 183.	30,000	-	223	-	-	223	-	13 60	13 60	-	-	-	Line just commenced, about 1½ mile completed, but not yet worked.
Newcastle - upon - Tyne District Tramways.	Newcastle - upon - Tyne District Tramways Act, 1872, 35 & 36 Vict. c. 167.	30,000	7,500	-	-	-	-	-	2 17	2 17	-	-	-	Borough engineer reports that nothing has been done.
North Dublin Street	North Dublin Street Tramways Act, 1875, 38 & 39 Vict. c. 203.	40,000	Nil	11,262	-	-	11,262	-	4 78	4 78	-	-	-	
North Metropolitan	North Metropolitan Tramways Act, 1869, 32 & 33 Vict. c. 101. Ditto, 1870, 33 & 34 Vict. c. 172. Ditto, 1871, 34 & 35 Vict. c. 179.	690,000	172,500	600,000	-	85,000	685,000	30 0	- 40	30 40	30 0	- 40	30 40	
Plymouth, Stonehouse, and Devonport.	Plymouth, Stonehouse, and Devonport Tramways Act, 1870, 33 & 34 Vict. c. 163.	32,000	8,000	30,000	6,000	-	36,000	-	1 83	1 83	-	1 83	1 83	

[illegible]

|| The amount of the capital expended, being in excess of the amount paid up, is accounted for by the fact that in the case of Tramways authorised to be constructed by Corporations, or other local authorities, the amount expended is not limited to the amount of the capital expended, but may be increased by the fact that "outstanding liabilities" have in some cases been included in the amount of "capital expended."

NORE.—Since the 30th June 1870, to which date this Return is made, steam or other mechanical power has been authorised by Parliament as a motive power, in addition to animal power, on the Wantage Tramway, and which is to be set apart for the Tramways is not specified by the Act in every case; and also by the fact that outstanding liabilities have, in some cases, been incurred in the construction of the tramways.

*T. H. Farrer.*

*T. H. Farrer.*

The Board of Trade, February 1877.



## TRAMWAYS.

RETURN of STREET and ROAD TRAMWAYS, showing the Amount of Capital Authorised, and the Length Opened for the Public Conveyance of Passengers, from the passing of "The Tramways Act, 1870," down to the 30th day of June 1876.

(*Mr. Edward Stanhope.*)

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*Ordered, by The House of Commons, to be Printed,  
23 February 1877.*

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T R A M W A Y S.

RETURN to an Order of the Honourable The House of Commons,  
dated 5 July 1877;—*for*,

RETURN “of STREET and ROAD TRAMWAYS authorised by Parliament, showing the Amount of CAPITAL Authorised, Raised, and Expended, the Length of TRAMWAY Authorised, and the Length Opened for the Public Conveyance of PASSENGERS, from the passing of ‘THE TRAMWAYS ACT, 1870,’ down to the 30th day of June 1877.”

(*Mr. Edward Stanhope.*)

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*Ordered, by The House of Commons, to be Printed,*  
*5 July 1877.*

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RETURN of STREET and ROAD TRAMWAYS authorised by Parliament, showing the Amount of Capital authorised for the Public Conveyance of Passengers, from the passing of the Act.

NAME OF TRAMWAY.	Acts (or Acts confirming Provisional Orders) relating to the Tramway.	CAPITAL AUTHORISED.			CAPITAL REQUIRED.	
		By Shares.	By Loans.	TOTAL.	By Shares.	By Debenture Stock.
Aberdeen District - - -	Aberdeen District Tramways Act, 1872. 35 & 36 Vict. c. 194.	£. 75,000	£. 18,750	£. 93,750	£. 18,240	-
Belfast Street - - -	Belfast Street Tramways Act, 1872. 35 & 36 Vict. c. 193. Belfast Street Tramways Act, 1873. 36 & 37 Vict. c. 233. Belfast Street Tramways Act, 1875. 38 & 39 Vict. c. 132.	140,000	35,000	175,000	71,000	12,000
Birmingham (owned by the Birmingham Tramways and Omnibus Company, Limited).	Birmingham and Staffordshire Tramways Act, 1870. 33 & 34 Vict. c. 168. Birmingham and Staffordshire Extension Tramways Act, 1872. 35 & 36 Vict. c. 173. Birmingham and Staffordshire Tramways Act, 1873. 36 & 37 Vict. c. 98.	60,000	5,566	65,566	26,550	5,566
Birmingham (Corporation) † -	Tramways Orders Confirmation Act, 1872. 35 & 36 Vict. c. 157. Tramways Orders Confirmation Act, 1874. 37 & 38 Vict. c. 183.	- -	150,000	150,000	- -	-
Bristol - - - - -	Tramways Orders Confirmation Act, 1875. 38 & 39 Vict. c. 167.	100,000	50,000	150,000	62,564	-
Bristol (Corporation) § - -	Tramways Orders Confirmation Act, 1872. 35 & 36 Vict. c. 158. Tramways Orders Confirmation Act, 1876. 39 & 40 Vict. c. 150.	- -	14,000	14,000	- -	-
Cardiff (owned by the Provincial Tramways Company, Limited).	Tramways Orders Confirmation Act, 1871. 34 & 35 Vict. c. 189. Tramways Orders Confirmation Act, 1873. 36 & 37 Vict. c. 197.	40,000	- -	40,000	35,000	-
Dewsbury, Batley, and Birstal.	Tramways Orders Confirmation Act, 1873. 36 & 37 Vict. c. 197.	50,000	- -	50,000	25,209½	-
Dublin - - - - -	Dublin Tramways Act, 1871. 34 & 35 Vict. c. 88. Dublin Tramways Act, 1873. 36 & 37 Vict. c. 91.	320,000	80,000	400,000	240,000	-
Dundee Street (owned by the Board of Police).	Dundee Tramways Act, 1872. 35 & 36 Vict. c. 191.	- -	4,179	4,179	- -	-
Edinburgh Street - - -	Edinburgh Tramways Act, 1871. 34 & 35 Vict. c. 89. Edinburgh Tramways Act, 1873. 36 & 37 Vict. c. 236. Edinburgh Tramways Act, 1874. 37 & 38 Vict. c. 68. Edinburgh Tramways Act, 1875. 38 & 39 Vict. c. 128.	300,000	75,000	375,000	149,900	-
Glasgow (Corporation) ¶ -	Glasgow Street Tramways Act, 1870. 33 & 34 Vict. c. 175. Glasgow Corporation Tramways Act, 1872. 35 & 36 Vict. c. 121. Glasgow Corporation Tramways Act, 1875. 38 & 39 Vict. c. 123. †† Vale of Clyde Tramways Act, 1871. 34 & 35 Vict. c. 108. †† Glasgow, Bothwell, Hamilton, and Wishaw Tramways Act, 1872. 35 & 36 Vict. c. 198.	- -	300,000	300,000	- -	-



Authorised, Raised, and Expended, the Length of TRAMWAY Authorised, and the Length Opened for the THE TRAMWAYS ACT, 1870," down to the 30th June 1877.

PAID UP		Capital Expended.	Length of Tramway Authorised.			Length of Tramway which has been Opened for Public Traffic.			REMARKS.
By Loan.	TOTAL.		Double Line (including passing Places).	Single Line (exclusive of Sidings to Sheds, &c.).	TOTAL.	Double Line.	Single Line.	TOTAL.	
£.	£.	£.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	
-	18,240	18,240	0 73	10 17	11 15	0 26	2 26	2 52	
-	83,000	83,000	2 22	6 46	8 68	2 22	3 30	5 52	
-	32,116	* 34,202	16 5	7 31	23 36	0 56	1 50	2 26	* The balance of expenditure over capital paid up is due to the bank and reserve fund.
55,850	† 55,850	† 58,142	2 26	5 66	8 12	2 26	2 11	4 37	† The tramways are leased to the Birmingham Tramways and Omnibus Company, Limited.
2,500	65,064	65,064	1 43	4 17	5 60	1 43	2 24	3 67	‡ A loan for the balance of capital expended has not yet been obtained.
13,527	13,527	13,527	0 42	1 20	1 62	0 42	1 20	1 62	§ The Corporation tramways are leased to the Bristol Tramways Company, Limited.
-	35,000	35,000	0 13	3 20	3 33	0 13	3 20	3 33	
-	25,209½	25,806	0 42½	2 64	3 26½	0 27	2 73½	3 20½	
15,000	255,000	235,977	21 50	1 65	23 35	15 0	1 37	16 37	
4,179	4,179	4,179	8 9½	0 5	8 14½	-	-	-	No specific amount of capital is authorised, and the sum stated is the amount actually expended.
29,966	179,866	223,296	10 4	3 26	13 30	10 4	3 26	13 30	
221,463½	221,463½	220,061	22 73	1 12	24 5	15 19	**0 15	15 34	¶ The tramways are leased to the Glasgow Tramways and Omnibus Company, Limited.
									** Forms part of an authorised double line.
									†† These tramways, so far as they are within the municipal boundary of Glasgow, are vested in the Corporation.

## RETURN RELATING TO STREET AND ROAD TRAMWAYS.

RETURN of Street and Road Tramways authorised by Parliament, showing the Amount of Capital

NAME OF TRAMWAY.	Acts (or Acts confirming Provisional Orders) relating to the Tramway.	CAPITAL AUTHORISED.			CAPITAL	
		By Shares.	By Loans.	TOTAL.	By Shares.	By Debenture Stock.
		£.	£.	£.	£.	£.
Glyn Valley - - - -	Glyn Valley Tramway Act, 1870 - 33 & 34 Vict. c. 166.	25,000	8,300	33,300	16,879	-
Great Yarmouth and Gorleston (owned by the Great Yarmouth Tramways Company, Limited).	Tramways Orders Confirmation Act, 1871. 34 & 35 Vict. c. 189.	30,000	15,000	45,000	15,000	15,000
Greenock Street (owned by the Board of Police).*	Greenock Street Tramways Act, 1871 34 & 35 Vict. c. 95.	-	60,000	60,000	-	-
Hoylake and Birkenhead (owned by the Hoylake and Birkenhead Rail and Tramway Company).	Hoylake and Birkenhead Railway and Tramways Act, 1872. 35 & 36 Vict. c. 127. Hoylake and Birkenhead Railway and Tramways Act, 1873. 36 & 37 Vict. c. 239.	28,153	-	† 28,153	28,153	-
Hull Street - - - -	Tramways Orders Confirmation Act, 1872. 35 & 36 Vict. c. 158. Hull Street Tramways Act, 1875. 38 & 39 Vict. c. 159.	60,000	15,000	75,000	40,610	-
Landport, Southsea, and Portsmouth (promoted by the General Tramways Company of Portsmouth, Limited).	Tramways Orders Confirmation Act, 1876. 39 & 40 Vict. c. 150.	50,000	-	50,000	70	-
Leeds - - - -	Tramways Orders Confirmation Act, 1871. 34 & 35 Vict. c. 189. Leeds Tramways Act, 1872. 35 & 36 Vict. c. 174.	160,000	-	160,000	151,567	-
Leicester - - - -	Tramways Orders Confirmation Act, 1873. 36 & 37 Vict. c. 197.	50,000	6,000	56,000	48,000	-
Liverpool    - - - -	Liverpool Tramways Act, 1868 - 31 & 32 Vict. c. 167. Liverpool Tramways Act, 1870. 33 & 34 Vict. c. 176. Liverpool Tramways Act, 1871. 34 & 35 Vict. c. 157. Liverpool Tramways (Purchase) Act, 1872. 35 & 36 Vict. c. 122. Liverpool Tramways Act, 1875. 38 & 39 Vict. c. 48.	400,000	110,000	510,000	168,000	-
London - - - -	Metropolitan Street Tramways Act, 1870. 33 & 34 Vict. c. 173. Pimlico, Peckham, and Greenwich Street Tramways Act, 1870. 33 & 34 Vict. c. 167. Pimlico, Peckham, and Greenwich Street Tramways (Extensions) Act, 1870. 33 & 34 Vict. c. 174. Metropolitan Tramways Orders Confirmation Act, 1873. 36 & 37 Vict. c. 215.	330,000	110,000	440,000	330,000	101,050
London Street - - - -	London Street Tramways Act, 1870 - 33 & 34 Vict. c. 171. London Street Tramways Act, 1873. 36 & 37 Vict. c. 221. Metropolitan Tramways Orders Confirmation Act, 1873. 36 & 37 Vict. c. 215. Tramways Orders Confirmation Act, 1874. 37 & 38 Vict. c. 183.	125,000	31,250	156,250	125,000	-

Authorised, Raised, and Expended, &c., from the passing of "The Tramways Act, 1870"—continued.

PAID UP		Capital Expended.	Length of Tramway Authorised.			Length of Tramway which has been opened for Public Traffic.			REMARKS.
By Loan.	TOTAL.		Double Line (including passing Places).	Single Line (exclusive of Sidings to Sheds, &c.).	TOTAL.	Double Line.	Single Line.	TOTAL.	
£.	£.	£.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	
-	16,879	16,879	- -	10 53½	10 53½	- -	7 51½	7 51½	
-	30,000	30,000	- -	2 0	2 0	- -	2 0	2 0	
29,005	29,005	31,412	3 75½	0 43	4 38½	2 10	0 37	2 47	* A part of these tramways is leased to the Vale of Clyde Tramways Company.
-	28,153	28,153	‡ 1 35½	1 6½	2 42	‡ 2 7	0 16	2 23	† No special amount of capital is authorised for tramways, and the sum stated is the amount actually expended on tramways.
-	40,610	40,610	0 38	6 69	7 27	0 24½	5 1	5 25½	‡ The excess of double line opened over double line authorised is accounted for by a statement that a part of the lines was constructed by consent of the Birkenhead Commissioners.
-	70	- -	0 38	0 55	1 13	- -	- -	- -	
-	151,567	162,057	6 31	4 54	11 5	6 31	4 54	11 5	
6,000	54,000	§ 56,970	0 73	3 42	4 35	0 73	3 42	4 35	§ The company have overdrawn at their bank 2,970l.
-	168,000	168,000	19 18½	4 41½	23 60	4 25	1 40½	¶ 5 65½	A Company under the title of the Liverpool United Tramways and Omnibus Company, Limited, was formed in 1876 to amalgamate the Liverpool Tramways Company and the Liverpool Omnibus and Tramways Company, Limited.
-	431,050	419,124	16 15	3 6	19 21	12 33	- -	12 33	¶ The length stated does not include tramways constructed under the Act of 1870, which have ceased to exist.
25,000	150,000	150,000	4 73	0 67	5 60	4 53	0 79	5 52	



## RETURN of Street and Road Tramways authorised by Parliament, showing the Amount of Capital

NAME OF TRAMWAY.	Acts (or Acts confirming Provisional Orders) relating to the Tramway.	CAPITAL AUTHORISED.			CAPITAL	
		By Shares.	By Loans.	TOTAL.	By Shares.	By Debenture Stock.
		£.	£.	£.	£.	£.
Manchester (Corporation)* -	Tramways Orders Confirmation Act, 1875. 38 & 39 Vict. c. 167.	-	50,000	50,000	-	-
Middlesbrough and Stockton -	Tramways Orders Confirmation Act, 1873. 36 & 37 Vict. c. 197. Middlesbrough and Stockton Tram- ways Act, 1875. 38 & 39 Vict. c. 95.	50,000	5,000	55,000	11,661	-
Neath and District - -	Tramways Orders Confirmation Act, 1873. 36 & 37 Vict. c. 197.	35,000	16,000	51,000	25,813	5,000
Newport (Monmouthshire) -	Tramways Orders Confirmation Act, 1873. 36 & 37 Vict. c. 197.	10,000	5,000	15,000	9,465	-
North Dublin Street - -	North Dublin Street Tramways Act, 1875. 38 & 39 Vict. c. 209. North Dublin Street Tramways Act, 1876. 39 & 40 Vict. c. 233.	90,000	-	90,000	38,400	-
North Metropolitan - -	North Metropolitan Tramways Act, 1869. 32 & 33 Vict. c. 101. North Metropolitan Tramways Act, 1870. 33 & 34 Vict. c. 172. North Metropolitan Tramways Act, 1871. 34 & 35 Vict. c. 179.	690,000	172,500	862,500	600,000	-
Plymouth, Stonehouse, and Devonport (owned by the Provincial Tramways Com- pany, Limited).	Plymouth, Stonehouse, and Devonport Tramways Act, 1870. 33 & 34 Vict. c. 169. Plymouth, Stonehouse, and Devonport Tramways Act, 1874. 37 & 38 Vict. c. 72.	32,000	8,000	40,000	32,000	-
Portsmouth Street (owned by the Provincial Tramways Company, Limited).	Portsmouth Street Tramways Act, 1870. 33 & 34 Vict. c. 170. Tramways Orders Confirmation Act, 1874. 37 & 38 Vict. c. 183.	10,000	2,500	12,500	10,000	-
Preston - - - -	Preston Tramways Act, 1876 - - 39 & 40 Vict. c. 214.	15,000	3,725	18,725	-	-
Rostrevor - - - -	Rostrevor Improvement Act, 1876 - 39 & 40 Vict. c. 120.	1,137	379	1,516	-	-
Salford (Corporation)¶ -	Salford Tramways and Improvement Act, 1875. 38 & 39 Vict. c. 101.	-	90,000	90,000	-	-
Sheffield (Corporation)¶ -	Sheffield Tramways Act, 1872 - - 35 & 36 Vict. c. 143.	160,000 {	40,000 80,000 }	280,000	45,180	-
Shepherd's Bush and Priory- road, Acton (promoted by Messrs. Reid Bros.).	Tramways Orders Confirmation Act, 1876. 39 & 40 Vict. c. 150.	-	6,000	** 6,000	-	-
Southall, Ealing, and Shep- herd's Bush (owned by Messrs. Reid Bros.).	Tramways Orders Confirmation Act, 1873. 36 & 37 Vict. c. 85.	-	8,000	†† 8,000	-	-

Authorised, Raised, and Expended, &c., from the passing of "The Tramways Act, 1870"—continued.

PAID UP		Capital Expended.	Length of Tramway Authorised.			Length of Tramway which has been Opened for Public Traffic.			REMARKS.
By Loan.	TOTAL.		Double Line (including passing Places).	Single Line (exclusive of Sidings, to Sheds &c.).	TOTAL.	Double Line.	Single Line.	TOTAL.	
£.	£.	£.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	
9,116½	9,116½	9,116	3 78	0 78	4 76	0 67	0 60	1 47	* The tramways are leased to Messrs. Turton and Busby.
5,000	16,661	17,832	0 45	4 68	5 33	0 22	2 25	2 47	In liquidation.
5,916	36,729	†38,571	0 20	3 66	4 6	0 20	3 66	4 6	† This sum includes certain outstanding liabilities on capital account.
800	10,265	10,265	0 16	2 52	2 68	0 10	1 22	1 32	
-	38,400	38,400	3 53½	4 10	7 63½	0 58	2 42	3 20	
85,000	685,000	686,999	31 25	2 20	33 45	28 20	2 20	30 40	
-	32,000	35,982	0 7½	2 3	2 10	0 25½	1 49	1 74	‡ The excess of double line opened over double line au- thorised is due to certain passing places having been constructed to meet the re- quirements of the War Office and other public bodies.
2,500	12,500	42,625	0 20½	2 22	2 42½	0 20½	2 22	2 42½	
-	-	-	-	2 32½	2 32½	-	-	-	
-	-	-	-	1 6½	1 6½	-	-	-	§ Tramway capital only.
46,417½	46,417½	23,000	2 58	11 34	14 12	1 65	1 30½	3 15½	¶ The tramways are leased to Messrs. Turton and Busby.
38,000	83,180 {	80,575 38,511 }	9 46	0 58½	10 24½	6 54½	0 44	7 18½	¶¶ The tramways were con- structed by the Corporation, who had power to raise 80,000l. for that purpose, and are leased to the Sheffield Tram- ways Company.
-	-	-	-	1 5	1 5	-	-	-	*** No specific amount of capital is authorised, and the sum stated is the estimated cost of the tramways.
8,000	8,000	†† 8,000	-	6 74	6 74	-	1 10	1 10	†† No specific amount of capital is authorised, and the sum stated is the amount paid by Messrs. Reid Bros. for the purchase of the tramway from the official liquidator of the company.

RETURN of Street and Road Tramways authorised by Parliament, showing the Amount of Capital

NAME OF TRAMWAY.	Acts (or Acts confirming Provisional Orders) relating to the Tramway.	CAPITAL AUTHORISED.			CAPITAL	
		By Shares.	By Loans.	TOTAL.	By Shares.	By Debenture Stock.
		£.	£.	£.	£.	£.
Southport - - - -	Tramways Orders Confirmation Act, 1872. 35 & 36 Vict. c. 158. Tramways Orders Confirmation Act, 1876. 39 & 40 Vict. c. 150. Southport Improvement Act, 1876. 39 & 40 Vict. c. 127.	39,000	10,000	49,000	24,000	- -
Stirling and Bridge of Allan -	Tramways Orders Confirmation Act, 1872. 35 & 36 Vict. c. 158,	15,000	- -	15,000	10,970	- -
Sutton Harbour (promoted by the Sutton Harbour Improve- ment Company).	Sutton Harbour (Tramways) Act, 1872 35 & 36 Vict. c. 94 Sutton Harbour (Tramways) Act, 1874. 37 & 38 Vict. c. 163.	20,000	5,000	25,000	- -	- -
Swansea (promoted by the Swansea Improvements and Tramways Company).	Swansea Improvements and Tramways Act, 1874. 37 & 38 Vict. c. 138.	‡35,000	8,750	43,750	- -	- -
Vale of Clyde - - -	Vale of Clyde Tramways Act, 1871 - 34 & 35 Vict. c. 108. Vale of Clyde Tramways Act, 1876. 39 & 40 Vict. c. 65. Greenock Street Tramways Act, 1871. 34 & 35 Vict. c. 95. Greenock Police and Improvement Act, 1875. 38 & 39 Vict. c. 113. Glasgow Corporation Tramways Act, 1875. 38 & 39 Vict. c. 123.	250,000	60,000	310,000	131,680	- -
Wantage - - - -	Tramways Orders Confirmation Act, 1874. 37 & 38 Vict. c. 183. Wantage Tramway Order Confirma- tion Act, 1876. 39 & 40 Vict. c. 42.	10,000	1,800	11,800	8,170	- -
Warrenpoint and Rostrevor -	§ Warrenpoint and Rostrevor Tram- ways Order, 1875.	5,500	- -	5,500	- -	- -
Wirral - - - -	Tramways Orders Confirmation Act, 1874. 37 & 38 Vict. c. 183.	30,000	15,000	45,000	8,556½	- -
Wrexham District - - -	Wrexham District Tramways Act, 1873 36 & 37 Vict. c. 76.	10,000	2,500	12,500	8,450	- -
	TOTAL - - -	3,850,790	1,678,199	5,528,989	2,516,088	138,616

Board of Trade, }  
July 1877. }



Authorised, Raised, and Expended, &c., from the passing of "The Tramways Act, 1870"—continued.

PAID UP		Capital Expended.	Length of Tramway Authorised.			Length of Tramway which has been Opened for Public Traffic.			REMARKS.
By Loans.	TOTAL.		Double Line (including passing Places).	Single Line (exclusive of Sidings to Sheds, &c.).	TOTAL.	Double Line.	Single Line.	TOTAL.	
£.	£.	£.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	M. CHS.	
-	24,000	27,727	0 20	7 8	7 28	*0 22½	3 47	3 69½	*Includes 15 chains of passing-places sanctioned by local authorities.
-	10,970	10,970	0 43	2 68	†3 31	0 7	3 26	†3 33	†The length opened exceeds the length authorised, in consequence of the Police Commissioners of Stirling causing an extension to be made.
-	-	-	-	0 35½	0 35½	-	-	-	
-	-	-	0 20½	6 32½	6 53	-	-	-	‡ No specific amount of share capital is authorised for the tramways, and the sum stated is the estimated cost of the tramways.
-	131,680	118,888	4 3	0 8	4 11	3 61	0 30	4 11	Mechanical power has been authorised on 2 miles 38 chains of double line.
1,800	9,970	9,970	0 12½	2 33½	2 46	0 8	2 28	2 36	Steam, or other than animal, power, has been authorised on this tramway.
-	-	-	0 9	2 31	2 40	0 9	2 31	2 40	§This tramway was authorised by an order of the Lord Lieutenant in Council. No return has been received from the Company.
10,000	18,556½	17,748	0 30	2 46½	2 76½	0 30	2 41½	2 71½	
-	8,450	8,387	-	6 30	6 30	-	3 20	3 20	In many cases the powers in respect of authorised, but unexecuted, portions of the tramways have expired.
15,040	3,269,744	3,343,265	199 32	163 49	363 1	125 74	87 67	213 61	

EDWARD STANHOPE.

## TRAMWAYS.

RETURN of STREET and ROAD TRAMWAYS authorised by Parliament, showing the Amount of CAPITAL Authorised, Raised, and Expended, the Length of TRAMWAY Authorised, and the Length Opened for the Public Conveyance of PASSENGERS, from the passing of "The TRAMWAYS Act, 1870," down to the 30th day of June 1877.

(*Mr. Edward Stanhope.*)

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*Ordered, by The House of Commons, to be Printed,  
5 July 1877.*

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561

T R A M W A Y S  
(NOTTINGHAM AND DISTRICT PROVISIONAL ORDER).

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REPORT by the BOARD of TRADE with respect to the Application of the PROMOTERS of the NOTTINGHAM AND DISTRICT TRAMWAYS PROVISIONAL ORDER.

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THE Board of Trade have to report, in compliance with Section 5 of the Tramways Act, 1870, that they have made a Provisional Order in the case of the application of the Promoters of the Nottingham and District Tramways Order, notwithstanding that the consent of one of the road authorities was not obtained.

The application was for authority to construct Tramways in the town of Nottingham, and in the parishes of Basford, Radford, and Lenton.

The local and road authorities are the Corporation of Nottingham, the Basford Local Board, the Radford Local Board, and the Lenton Local Board, and the Trustees of the Nottingham and Mansfield Turnpike Road.

The whole of these authorities, with the exception of the Trustees of the Nottingham and Mansfield Road, gave their consent. The Board of Trade accordingly appointed Major General Hutchinson, R.E., one of their inspecting officers, to hold a public inquiry at Nottingham, and to report to them as to the expediency of dispensing with the consent of the Trustees of the Nottingham and Mansfield Road. General Hutchinson reported as follows:—

“ The Nottingham and Mansfield Road Trustees have jurisdiction over 1 mile 12 chains out of a total length of 6 miles 26 chains of road, along which the proposed Tramways are to pass. Their trust expires (according to Act of Parliament) in November next, and the charge of the roads over which they now exercise jurisdiction will pass into the hands of the Corporation of Nottingham. The Trustees stated that they had wished to remain neutral in the matter of the Tramways, but as the Board of Trade had required them either to assent or dissent, they felt bound to do the latter on general grounds, and on the special ground that Milton-street was too narrow for Tramways to traverse; that they had consented to the scheme in 1874 only upon conditions of very stringent regulations as regards traffic and maintenance.”

“ The Chairman of the Nottingham Corporation Works and Highways then informed me that he saw no reason on the part of the Corporation to object to the Tramways passing along these streets, the charge of which would come into the hands of the Corporation on the expiry of the powers of the Nottingham and Mansfield Road Trustees in November next.”

The Board of Trade accordingly dispensed with the consent of the Trustees of the Nottingham and Mansfield Road, and made a Provisional Order.

The Board of Trade,  
3 May 1877.

*Edward Stanhope,*  
Secretary.



TRAMWAYS  
(NOTTINGHAM AND DISTRICT  
PROVISIONAL ORDER).

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REPORT by the Board of Trade with respect  
to the Application of the Promoters of the  
NOTTINGHAM AND DISTRICT TRAMWAYS PRO-  
VISIONAL ORDER.

(Presented pursuant to Act of Parliament.)

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Ordered, by The House of Commons, to be Printed,  
8 May 1877.

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LOCAL GOVERNMENT BOARD.

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HIGHWAYS.

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ABSTRACTS OF THE GENERAL STATEMENTS

OF THE

Receipts and Expenditure

ON ACCOUNT OF THE

Highways of the several Parishes,  
Townships, &c.

IN

ENGLAND AND WALES,

FOR THE YEAR 1875.

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Presented to both Houses of Parliament by Command of Her Majesty.

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LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,  
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE

1877.

[C.—1779.] Price 10½d.

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\* \* \* This Return comprises the following Abstracts :—

1. England and North Wales, so far as the Highways are included in *Divisions*, under the 12th & 13th Victoria, Cap. 35., for the year ending 25th March 1875.
  2. England and North Wales, so far as the Highways are included in *Districts*, under the 25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the year ending 31st December 1875.
  3. South Wales, complete, under the 23rd & 24th Victoria, Cap. 68., for the year ending 25th March 1875.
-



SUMMARY of the RECEIPTS and EXPENDITURE of the several Returns  
included in these Abstracts.

Number of Returns, 14,923.

							£	s.	d.
Balance in hand -							235,046	10	6
Balance overspent							70,712	1	4
RECEIPTS.									
Rates or Assessments -							1,524,590	16	11
Team Labour performed in lieu of Rates -							13,569	16	3
Other Work performed in lieu of Rates -							1,834	13	7
From Turnpike Trusts -							15,615	17	3
Money Borrowed -							5,039	18	6
Other Receipts -							35,005	6	4
Total Receipts -							1,595,656	8	10
EXPENDITURE.									
Manual Labour -							508,033	13	9
Team Labour -							208,295	16	5
Materials -							404,028	3	8
Tradesmen's Bills -							59,455	18	8
Law Charges -							2,421	0	11
Improvements -							23,561	16	5
In English High-way Districts.	Common Fund Charges :—								
	Contributions (in money) to Turnpike Trusts -						£	s.	d.
							11,409	0	8
	Repairs of existing Turnpike Roads -						25,193	16	9
	Repairs of Roads formerly Turnpike -						162,400	9	8
	Salaries -						69,829	2	8
	Other Common Charges -						13,650	0	6
							282,482	10	3
Interest of Debt -							2,088	4	1
Money Borrowed Repaid -							3,456	3	2
Salaries -							27,026	18	3
Team Labour performed in lieu of Rates -							13,569	16	3
Other Work performed in lieu of Rates -							1,834	13	7
To Turnpike Trusts -							6,899	3	5
Other Payments -							36,579	19	6
Total Expenditure -							1,579,733	18	4
Balance in hand -							247,349	6	0
Balance overspent -							67,092	6	4
DEBTS.									
Principal Unpaid -							43,389	2	2
Unpaid Interest -							54	6	10

Local Government Board, Whitehall,  
5th June 1877.

JOHN LAMBERT,  
*Secretary.*

# LIST OF COUNTIES.

## ENGLAND.

	<i>Divisions.</i>	<i>Districts.</i>		<i>Divisions.</i>	<i>Districts.</i>
	Page.	Page.		Page.	Page.
ABSTRACT OF THE GENERAL STATEMENTS	5	30-33	LEICESTER - -	-	54-57
BEDFORD - -	-	34-37	LINCOLN - - -	14, 15	ib.
BERKS - - -	8, 9	ib.	MIDDLESEX - -	16, 17	ib.
BUCKS - - -	ib.	-	MONMOUTH - -	-	ib.
CAMBRIDGE - -	ib.	34-37	NORFOLK - - -	16, 17	-
CHESTER - - -	-	ib.	NORTHAMPTON -	18, 19	54-57
CORNWALL - -	10, 11	34-41	NORTHUMBERLAND	ib.	58-61
CUMBERLAND -	ib.	38-41	NOTTINGHAM -	-	ib.
DERBY - - -	ib.	-	OXFORD - - -	18, 19	ib.
DEVON - - -	ib.	38-41	RUTLAND - - -	ib.	-
DORSET - - -	-	42-45	SALOP - - -	ib.	58-61
DURHAM - - -	10, 11	ib.	SOMERSET - - -	-	62-65
ESSEX - - -	12, 13	ib.	STAFFORD - - -	18-21	-
GLOUCESTER -	ib.	42-49	SUFFOLK - - -	20, 21	62-65
HANTS - - -	ib.	46-49	SURREY - - -	ib.	ib.
HEREFORD - -	ib.	ib.	SUSSEX - - -	ib.	66-69
HERTS - - -	ib.	50-53	WARWICK - - -	22, 23	ib.
HUNTS - - -	-	ib.	WESTMORLAND -	ib.	-
KENT - - -	12, 13	ib.	WILTS - - -	ib.	66-69
LANCASTER - -	14, 15	ib.	WORCESTER - -	ib.	ib.
			YORK - - -	24, 25	70, 73

## WALES.

NORTH WALES.			SOUTH WALES.		
ANGLESEY - -	26, 27	70-73	BRECON - - -	-	74, 75
CARNARVON -	ib.	-	CARDIGAN - -	-	ib.
DENBIGH - -	ib.	70-73	CARMARTHEN -	-	ib.
FLINT - - -	ib.	-	GLAMORGAN -	-	76, 77
MERIONETH -	28, 29	-	PEMBROKE - -	-	ib.
MONTGOMERY	-	70-73	RADNOR - - -	-	ib.
ABSTRACT - -	5	30-33	ABSTRACT - -	-	ib.

1. — ABSTRACT OF THE GENERAL STATEMENTS OF THE RECEIPTS AND EXPENDITURE ON ACCOUNT OF THE HIGHWAYS OF THE PARISHES, TOWNSHIPS, &c. IN THE SEVERAL COUNTIES OF ENGLAND AND NORTH WALES, FOR THE YEAR ENDING THE 25th MARCH 1875, ACCORDING TO THE ACT 12 & 13 VICT. CAP. 35.

NAMES OF COUNTIES. RETURNS.		BALANCE, 25th March 1874.		RECEIPTS.						EXPENDITURE.										BALANCE, 25th March 1875.		NAME OF PARISH.
		In hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour.	Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In hand.	Out of hand.	
ENGLAND.																						
Bedfordshire	—	—	—	—	—	—	—	—	8,146 17 7	2,765 0 6	1,724 6 10	1,471 11 5	759 2 10	470 8 11	355 8 2	—	3 12 0	188 14 0	7,734 4 8	1,691 5 6	361 13 10	Bedfordshire.
Berkshire	107	1,344 17 10	423 19 1	7,409 4 1	355 8 2	—	243 13 6	138 11 10	21,245 6 10	7,168 19 1	2,090 10 11	9,012 11 3	2,017 2 3	573 10 6	117 11 6	—	156 10 0	979 9 6	22,116 5 0	—	—	Berkshire.
Buckinghamshire	245	3,663 9 3	667 9 8	20,077 5 5	117 11 6	—	94 7 2	956 2 9	27,429 18 5	7,276 1 8	4,723 9 0	10,953 6 1	1,636 8 9	809 1 10	104 15 0	2 10 0	153 14 7	1,265 5 3	26,924 12 2	—	—	Buckinghamshire.
Cambridgeshire	112	2,924 0 11	991 13 0	25,783 5 2	104 15 0	2 10 0	586 2 8	953 5 7	—	—	—	—	—	—	—	—	—	—	—	—	—	Cambridgeshire.
Cheshire	—	—	—	—	—	—	—	—	1,911 16 7	840 1 3	320 7 4	120 1 6	52 3 6	133 14 0	—	—	—	148 12 2	1,614 19 9	—	—	Cheshire.
Cornwall	3	38 6 8	119 8 9	1,911 16 7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Cornwall.
Cumberland	116	893 1 3	93 18 9	3,605 0 10	32 12 8	12 3 6	—	44 16 10	3,714 13 10	1,806 15 7	457 13 9	634 16 8	226 4 11	256 6 0	52 12 8	12 3 6	—	208 3 5	3,674 16 6	—	—	Cumberland.
Derbyshire	338	4,530 0 5	734 17 6	21,868 16 4	1,113 3 5	144 6 1	447 8 7	549 10 7	24,123 5 0	9,147 10 3	4,106 17 5	4,924 0 10	1,480 4 2	1,188 13 3	1,113 3 5	144 6 1	665 3 4	1,503 3 2	24,273 1 11	—	—	Derbyshire.
Devonshire	9	85 13 4	15 3 10	513 7 8	17 10 5	—	24 2 0	—	555 0 1	119 1 6	113 3 6	116 2 4	12 8 9	6 12 0	17 10 5	—	0 15 6	18 13 1	404 7 1	—	—	Devonshire.
Dorsetshire	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Dorsetshire.
Durham	2	174 17 0	—	1,441 11 4	114 13 1	—	—	0 3 5	1,556 7 10	623 1 0	165 7 0	280 19 6	46 16 7	66 2 6	114 13 1	—	40 0 0	86 12 7	1,413 12 3	317 12 7	—	Durham.
Essex	190	2,915 6 10	1,049 18 1	20,198 12 1	1,098 7 10	—	10 1 6	370 19 4	21,878 0 9	5,475 2 0	4,228 19 1	7,251 9 11	2,079 7 10	746 16 2	1,098 7 10	—	10 1 5	1,170 6 5	22,060 10 8	3,019 10 11	1,336 12 1	Essex.
Gloucestershire	42	689 16 10	96 10 0	5,009 3 9	10 1 0	—	173 3 10	—	5,242 3 8	1,858 8 9	839 12 6	1,391 18 3	223 16 8	253 15 9	10 1 0	—	90 14 7	106 17 0	4,975 4 6	898 0 0	37 14 0	Gloucestershire.
Hampshire	31	—	—	3,103 2 10	—	—	—	342 15 8	3,445 18 6	—	—	—	—	—	—	—	—	—	3,445 18 6	—	—	Hampshire.
Hants	1	3 2 6	—	7 13 4	—	—	—	—	7 13 4	3 10 0	0 14 0	—	—	0 15 0	—	—	—	0 9 0	6 2 0	4 13 10	—	Hants.
Hertfordshire	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Hertfordshire.
Hertfordshire	16	606 18 1	19 10 2	3,436 19 2	—	—	197 17 5	234 15 5	3,869 12 0	1,291 8 6	355 19 4	1,226 18 2	350 16 6	57 11 9	—	—	—	400 1 8	3,582 15 11	901 8 11	27 4 11	Hertfordshire.
Huntingdonshire	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Huntingdonshire.
Huntingdonshire	1	183 15 2	—	739 15 7	—	—	—	36 6 0	776 1 7	109 13 4	355 15 1	127 19 8	9 10 7	60 0 0	—	—	5 1 0	12 3 4	580 3 0	379 13 9	—	Kent.
Kent	319	6,706 14 11	1,257 17 7	34,599 18 7	905 0 10	395 16 3	312 0 6	1,007 13 1	37,320 9 3	16,387 12 2	6,160 8 6	8,621 1 3	1,584 10 0	1,959 8 11	905 0 10	395 16 3	627 6 9	1,978 0 10	38,619 14 6	5,942 6 9	1,892 14 8	Kent.
Lancashire	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Lancashire.
Leicestershire	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Leicestershire.
Lincolnshire	659	8,670 3 8	6,032 4 6	119,239 0 7	3,082 7 4	197 5 6	1,246 19 11	2,118 14 11	125,884 8 3	37,604 7 4	18,487 3 10	51,710 1 11	5,000 5 10	2,859 11 8	3,082 7 4	197 5 6	862 11 3	3,038 7 1	122,842 1 9	10,589 10 4	4,909 4 8	Lincolnshire.
Middlesex	32	1,997 11 11	212 12 8	17,247 11 3	118 13 9	—	254 9 9	762 9 2	18,883 3 11	3,276 10 4	2,392 12 5	6,805 13 4	1,463 14 7	1,330 18 11	118 13 9	—	—	3,940 16 9	19,329 0 1	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Middlesex.
Middlesex	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				





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**ABSTRACT STATEMENTS.**

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## ENGLAND.

## COUNTY OF BERKS.

NAMES OF DIVISIONS, &c.		BALANCE, 25th March 1874.		RECEIPTS.							Manu- Labour
		In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
Forest, The - - 16	183 17 5	167 11 1	1,494 13 9	53 15 6	- - -	- - -	16 17 6	1,565 6 9	548 9		
Lamborne - - 7	70 9 0	8 0 4	201 19 1	- - -	- - -	- - -	1 0 0	202 19 1	105 8		
Maidenhead - - 8	161 3 6	- - -	1,102 9 2	231 17 5	- - -	- - -	29 2 2	1,363 8 9	419 13		
Newbury - - 44	279 4 6	118 16 7	1,669 14 9	12 7 0	- - -	0 10 0	25 1 6	1,707 13 3	617 13		
Reading - - 26	313 8 3	61 17 10	1,996 1 1	57 8 3	- - -	243 3 6	44 7 8	2,341 0 6	757 10		
Wantage - - 2	15 6 9	- - -	42 5 4	- - -	- - -	- - -	- - -	42 5 4	27 0		
Windsor - - 4	321 8 5	67 13 3	902 0 11	- - -	- - -	- - -	22 3 0	924 3 11	288 19		
107	1,344 17 10	423 19 1	7,409 4 1	355 8 2	- - -	243 13 6	138 11 10	8,146 17 7	2,765 0		

## COUNTY OF BUCKS.

Ashendon	- - 17	318 3 8	12 11 11	1,554 7 7	23 7 0	- - -	- - -	0 12 6	1,578 7 1	513 0
Aylesbury	- - 39	594 17 10	69 0 2	3,413 1 5	- - -	- - -	74 14 7	74 12 0	3,562 8 0	1,345 19
Buckingham	- - 32	338 8 10	40 9 4	2,019 15 9	37 10 0	- - -	19 12 7	41 0 2	2,117 18 6	756 6
Burnham	- - 17	323 8 2	155 12 4	1,033 1 7	4 4 0	- - -	- - -	75 17 0	1,113 2 7	425 6
Chesham	- - 13	129 8 2	18 16 2	454 10 3	- - -	- - -	- - -	24 8 3	478 18 6	227 1
Cottesloe, South	- 18	374 7 9	80 5 2	2,301 15 10	- - -	- - -	- - -	45 9 11	2,347 5 9	794 2
Desborough, 1st Div.	- 8	191 4 5	16 8 9	1,040 4 1	6 18 0	- - -	- - -	10 17 6	1,057 19 7	366 17
Desborough, 2nd Div.	- 9	209 14 6	19 18 6	1,160 8 1	- - -	- - -	- - -	113 1 3	1,273 9 4	508 2
Newport Pagnel	- 44	584 0 10	118 16 11	3,860 3 4	- - -	- - -	- - -	84 8 10	3,944 12 2	1,141 3
Stoke	- - 12	88 14 7	21 17 8	1,147 10 2	30 18 0	- - -	- - -	253 7 3	1,431 15 5	537 13
Stony Stratford	- 9	72 10 5	38 17 4	671 16 0	- - -	- - -	- - -	15 3 0	686 19 0	206 6
Winslow	- - 26	298 14 6	74 15 5	1,420 11 4	14 14 6	- - -	- - -	10 15 1	1,446 0 11	340 17
Town of Stony Stratford	- - - } 1	139 15 7	- - -	- - -	- - -	- - -	- - -	206 10 0	206 10 0	5 9
	245	3,663 9 3	667 9 8	20,077 5 5	117 11 6	- - -	94 7 2	956 2 9	21,245 6 10	7,168 15

## COUNTY OF CAMBRIDGE.

Arrington & Melbourne	2	62 11 8	- - -	56 18 2	- - -	- - -	- - -	8 10 0	65 8 2	70 14
Bottisham	- - 11	170 15 9	117 4 1	1,838 4 7	7 7 3	- - -	- - -	250 18 0	2,096 9 10	473 10
Cambridge	- - 33	777 12 5	290 4 3	5,503 13 6	61 8 0	- - -	132 11 2	336 5 8	6,033 18 4	2,066 4
Linton	- - 20	340 14 8	76 15 5	1,413 8 11	35 19 9	2 10 0	- - -	50 17 10	1,502 16 6	528 3
Newmarket	- - 18	470 9 8	41 5 1	3,442 7 5	- - -	- - -	12 11 0	59 4 11	3,514 3 4	1,324 0
ISLE OF ELY.										
Ely & Witchford, South	12	362 10 3	15 12 7	3,909 18 0	- - -	- - -	422 7 4	98 3 8	4,430 9 0	854 10
Whittlesey	- - 2	254 11 8	- - -	1,555 17 2	- - -	- - -	- - -	16 5 9	1,572 2 11	482 1
Wisbech	- - 9	209 15 10	421 0 4	5,557 7 3	- - -	- - -	18 13 2	107 19 9	5,684 0 2	991 10
Witchford, North	- 5	274 19 0	29 11 3	2,505 10 2	- - -	- - -	- - -	25 0 0	2,530 10 2	484 0
	112	2,924 0 11	991 13 0	25,783 5 2	104 15 0	2 10 0	586 2 8	953 5 7	27,429 18 5	7,276 1



## ENGLAND.

## COUNTY OF BERKS.

EXPENDITURE.									BALANCE, 25th March 1875.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8 1	191 1 8	159 7 11	144 11 5	53 15 6	- - -	- - -	21 19 5	1,425 13 11	235 16 7	79 17 5
10 6	34 9 0	31 7 7	- - -	- - -	- - -	- - -	7 14 6	182 9 10	82 17 11	-
13 8	259 11 1	152 10 2	98 17 6	231 17 5	- - -	- - -	13 15 1	1,378 18 2	154 13 3	8 19 2
11 5	401 8 4	169 7 0	7 0 0	12 7 0	- - -	- - -	113 13 5	1,770 5 6	301 11 7	203 15 11
8 10	263 5 11	177 2 5	131 0 0	57 8 3	- - -	- - -	27 7 7	1,984 3 9	659 14 11	51 7 9
16 0	2 3 0	0 18 3	- - -	- - -	- - -	3 12 0	0 13 0	37 2 9	20 9 4	-
18 4	319 12 5	68 9 6	89 0 0	- - -	- - -	- - -	3 11 0	959 10 9	236 1 11	17 13 7
6 10	1,471 11 5	759 2 10	470 8 11	355 8 2	- - -	3 12 0	188 14 0	7,738 4 8	1,691 5 6	361 13 10

## COUNTY OF BUCKS.

0 6 3	858 5 10	65 7 6	2 10 0	23 7 0	- - -	46 10 0	35 0 0	1,594 7 5	289 11 5	-
9 19 10	1,948 14 11	214 0 9	179 17 6	- - -	- - -	32 0 0	70 12 0	3,852 4 9	440 15 5	204 14 6
16 4	800 7 11	186 2 3	22 0 0	37 10 0	- - -	- - -	39 18 6	2,130 13 10	379 1 5	93 17 3
2 4	260 19 5	168 8 7	73 16 6	4 4 0	- - -	- - -	46 1 3	1,167 18 4	240 15 9	127 15 8
4 11	177 16 10	62 9 4	- - -	- - -	- - -	- - -	29 2 1	517 14 2	76 19 4	5 3 0
4 7	1,152 0 7	222 2 6	20 0 0	1 6 1	- - -	- - -	30 14 9	2,430 5 2	371 11 0	160 7 10
19 3	106 8 9	152 12 8	57 10 0	6 18 0	- - -	- - -	336 3 3	1,051 9 8	199 6 11	18 1 4
3 4 7	525 13 7	110 12 7	60 0 0	- - -	- - -	- - -	21 5 2	1,241 18 5	221 6 11	-
2 11	1,589 4 0	393 11 5	- - -	- - -	- - -	78 0 0	201 3 3	4,139 4 10	448 6 1	177 14 10
3 10 6	365 3 3	161 17 11	141 6 6	30 18 0	- - -	- - -	31 17 11	1,542 7 11	74 0 3	117 15 10
3 10 9	349 4 0	46 12 2	6 0 0	- - -	- - -	- - -	13 13 6	730 6 8	103 1 4	112 15 11
5 7 9	854 14 1	137 5 6	7 10 0	14 14 6	- - -	- - -	33 8 2	1,493 17 1	234 3 11	58 1 0
5 0 11	23 18 1	95 19 1	3 0 0	- - -	- - -	- - -	90 9 8	223 16 9	122 8 10	-
0 10 11	9,012 11 3	2,017 2 3	573 10 6	117 11 6	- - -	156 10 0	979 9 6	22,116 5 0	3,201 8 7	1,076 7 2

## COUNTY OF CAMBRIDGE.

5 4 0	32 6 6	11 10 9	6 0 0	- - -	- - -	- - -	4 19 8	140 15 6	- - -	12 15 8
4 10 0	846 6 4	69 8 3	92 10 0	7 7 3	- - -	- - -	60 4 11	2,014 3 0	290 3 1	154 4 7
4 18 2	1,701 5 3	564 0 2	144 17 6	61 8 0	- - -	153 14 7	549 18 6	6,456 7 2	519 9 10	454 10 6
0 6 10	313 14 0	118 11 7	96 0 0	35 19 9	2 10 0	- - -	243 14 7	1,538 19 10	284 5 9	56 9 10
7 18 1	826 18 10	219 0 3	137 18 8	- - -	- - -	- - -	104 18 10	3,371 1 3	604 14 1	32 7 5
0 9 8	2,135 4 10	235 12 9	88 13 8	- - -	- - -	- - -	69 3 4	4,193 14 5	586 16 3	3 4 0
3 5 1	721 2 4	25 15 11	- - -	- - -	- - -	- - -	141 7 11	1,633 19 1	192 15 6	-
7 4 1	3,108 15 0	176 11 8	180 10 0	- - -	- - -	- - -	41 13 2	5,246 11 11	377 3 2	150 19 5
9 13 1	1,267 13 0	215 17 5	62 12 0	- - -	- - -	- - -	49 4 4	2,329 0 0	453 5 7	6 7 8
3 9 0	10,953 6 1	1,636 8 9	809 1 10	104 15 0	2 10 0	153 14 7	1,265 5 3	26,924 12 2	3,308 13 3	870 19 1

## COUNTY OF CORNWALL. - - - -

NAMES OF DIVISIONS, &c.	BALANCE, 25th March 1874.		RECEIPTS.							Mar Lab
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	
Penwith, East - - 1	38 6 8	- - -	944 9 4	- - -	- - -	- - -	- - -	944 9 4	407	
Penwith, West - - 2	- - -	119 8 9	967 7 3	- - -	- - -	- - -	- - -	967 7 3	432	
3	38 6 8	119 8 9	1,911 16 7	- - -	- - -	- - -	- - -	1,911 16 7	840	

## COUNTY OF CUMBERLAND. - - - -

Cumberland Ward - 46	420 1 9	56 3 2	1,618 18 5	- - -	- - -	- - -	6 11 0	1,625 9 5	921	
Derwent - - - 49	265 10 3	32 19 0	1,415 9 5	36 8 6	5 16 3	- - -	11 0 4	1,468 14 6	684	
Keswick - - - 14	93 19 11	0 14 6	218 2 4	16 4 2	6 7 3	- - -	5 14 10	246 8 7	104	
Workington - - 7	113 9 4	4 2 1	352 10 8	- - -	- - -	- - -	21 10 8	374 1 4	96	
	116	893 1 3	93 18 9	3,605 0 10	52 12 8	12 3 6	44 16 10	3,714 13 10	1,806	

## COUNTY OF DERBY. - - - -

Alfreton	-	-	20	278 8 10	45 11 10	1,897 1 4	379 0 4	16 4 4	-	-	38 18 11	2,331 4 11	840
Appletree	-	-	21	138 7 0	2 16 6	389 19 10	34 19 0	-	-	-	44 5 3	469 4 1	205
Ashbourne	-	-	36	166 7 11	10 5 4	974 9 4	50 17 1	3 19 0	53 1 10	72 10 11	1,154 18 2	388	
Bakewell	-	-	49	318 9 11	47 11 6	1,508 13 6	42 17 6	39 7 5	24 12 5	78 11 11	1,694 2 9	755	
Belper	-	-	13	222 15 2	7 10 0	831 13 10	16 3 10	-	-	15 0 0	6 0 6	868 18 2	389
Chapel-en-le-Frith	-	-	27	933 10 1	35 4 10	2,372 12 11	-	-	-	117 2 9	65 12 3	2,555 7 11	1,552
Chesterfield	-	-	30	723 16 2	79 2 5	2,731 14 5	255 17 8	0 10 5	-	-	78 4 0	3,066 6 6	1,235
Derby	-	-	49	605 7 11	253 2 5	2,856 6 10	177 2 4	-	-	40 0 0	41 9 11	3,114 19 1	1,055
Eckington	-	-	17	567 6 10	117 5 11	3,971 18 3	10 5 9	-	-	-	49 16 1	4,032 0 1	1,223
Glossop	-	-	5	61 2 7	41 1 2	224 11 9	25 2 7	61 8 5	60 0 0	5 7 7	376 10 4	127	
Repton and Gresley	-	-	36	576 9 5	40 4 0	2,067 19 0	8 9 6	-	-	13 10 0	46 19 8	2,136 18 2	708
Smalley	-	-	17	212 8 7	58 17 8	1,068 8 7	77 13 7	4 1 6	90 6 9	8 13 6	1,249 3 11	371	
Wirksworth	-	-	18	125 10 0	16 3 11	973 6 9	34 14 3	18 15 0	33 14 10	13 0 1	1,073 10 11	293	
			338	4,930 0 5	754 17 6	21,868 16 4	1,113 3 5	144 6 1	447 8 7	549 10 7	24,123 5 0	9,147	

## COUNTY OF DEVON. - - - -

Paignton - - - 6	58 10 8	0 19 0	304 6 7	17 10 5	- - -	- - -	- - -	321 17 0	64	
Stanborough & Coleridge 2	27 2 8	- - -	83 8 3	- - -	- - -	- - -	- - -	83 8 3	26	
Borough of Bradninch 1	- - -	14 4 10	125 12 10	- - -	- - -	24 2 0	- - -	149 14 10	28	
	9	85 13 4	15 3 10	513 7 8	17 10 5	- - -	24 2 0	555 0 1	119	

## COUNTY OF DURHAM. - - - -

Chester Ward, East } Gateshead District }	2	174 17 0	- - -	1,441 11 4	114 13 1	- - -	- - -	0 3 5	1,556 7 10	623	
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- - - - - COUNTY OF CORNWALL.

EXPENDITURE.									BALANCE, 25th March 1875.					
Team labour.	Materials.		Tradesmen's Bills.		Salaries.		Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	
s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
7 3	109	3 6	34	2 3	50	0 0	-	-	-	-	14 0 0	768 10 3	214 5 9	—
0 1	10	18 0	18	1 3	83	14 0	-	-	-	-	134 12 2	846 9 6	3 7 11	1 18 11
7 4	120	1 6	52	3 6	133	14 0	-	-	-	-	148 12 2	1,614 19 9	217 13 8	1 18 11

- - - - - COUNTY OF CUMBERLAND.

3 7	296	18 1	107 6 0	39 0 0	- - -	- - -	- - -	25 1 9	1,602 13 4	467 19 10	81 5 2
5 11	294	17 5	67 6 3	131 11 0	36 8 6	5 16 3	- - -	54 5 11	1,454 5 4	283 1 8	36 1 3
8 3	23	3 0	42 19 6	10 15 0	16 4 2	6 7 3	- - -	23 11 7	262 0 5	77 13 7	—
16 0	39	18 2	8 13 2	75 0 0	- - -	- - -	- - -	105 4 2	355 17 5	130 11 10	3 0 8
13 9	654	16 8	226 4 11	256 6 0	52 12 8	12 3 6	- - -	208 3 5	3,674 16 6	959 6 11	120 7 1

- - - - - COUNTY OF DERBY.

3 7 3	397	7 3	253 9 11	209 12 6	379 0 4	16 4 4	63 6 0	32 3 3	2,426 11 1	207 1 5	69 10 7
0 1 10	100	19 4	25 19 3	36 11 0	34 19 0	- - -	- - -	63 12 4	527 17 5	91 17 8	15 0 6
0 10 8	197	17 1	46 13 4	43 10 6	50 17 1	3 19 0	98 18 5	97 1 8	1,047 17 8	272 19 5	9 16 4
3 3 9	179	12 7	69 19 2	52 9 11	42 17 6	39 7 5	34 8 4	76 16 10	1,644 0 4	345 5 10	24 5 0
1 8 5	117	19 6	26 1 9	61 13 0	16 3 10	- - -	59 6 0	24 13 6	856 10 5	247 4 8	19 11 9
7 2 9	705	15 2	88 19 11	39 4 0	- - -	- - -	- - -	161 3 2	3,034 14 10	601 15 0	182 16 8
2 10 9	483	2 0	187 9 3	149 15 0	255 17 8	0 10 5	112 2 0	39 16 3	2,976 18 7	753 7 5	19 5 9
3 14 6	649	4 3	247 6 9	179 14 3	177 2 4	- - -	- - -	148 17 2	2,875 19 3	614 14 5	23 9 1
2 9 0	920	18 3	118 5 3	190 5 8	10 5 9	- - -	72 2 8	657 2 6	4,034 13 1	606 2 1	158 14 2
3 11 9	23	4 2	17 9 11	5 0 0	25 2 7	61 8 5	- - -	33 2 2	356 17 0	81 18 8	42 3 11
0 11 10	800	15 8	132 10 2	95 11 9	8 9 6	- - -	- - -	55 13 10	2,222 11 8	490 5 6	39 13
9 11 8	196	13 8	167 16 1	84 10 0	77 13 7	4 1 6	- - -	62 1 9	1,224 4 4	226 8 0	47 17 6
1 13 3	150	11 11	98 3 5	40 15 8	34 14 8	18 15 0	224 19 11	50 18 9	1,044 6 3	147 0 0	8 9 3
3 17 5	4,924	0 10	1,480 4 2	1,188 13 3	1,113 3 5	144 6 1	665 3 4	1,503 3 2	24,273 1 11	4,686 0 1	660 14 1

- - - - - COUNTY OF DEVON.

7 14 8	80	4 6	5 13 6	4 0 0	17 10 5	- - -	0 15 6	16 14 7	236 18 4	142 10 4	—
8 17 9	18	3 6	1 15 0	- - -	- - -	- - -	- - -	1 18 6	77 6 2	33 4 9	—
6 11 1	17	14 4	5 0 3	2 12 0	- - -	- - -	- - -	- - -	90 2 7	45 7 5	—
3 3 6	116	2 4	12 8 9	6 12 0	17 10 5	- - -	0 15 6	18 13 1	404 7 1	221 2 6	—

- - - - - COUNTY OF DURHAM.

5 7 0	280	19 6	46 16 7	66 2 6	114 13 1	- - -	40 0 0	86 12 7	1,413 12 3	317 12 7	—
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## COUNTY OF ESSEX. - - - - -

NAMES OF DIVISIONS, &c.	BALANCE, 25th March 1874.		RECEIPTS.								Manu- Labor
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.			
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Beacontree - - 7	385 16 1	100 4 8	4,838 17 3	- - -	- - -	- - -	144 14 9	4,983 12 0	1,405	-	
Brentwood - - 1	- - -	4 14 11	61 8 10	9 4 0	- - -	- - -	- - -	70 12 10	14	11	
Dengie - - - 21	283 2 11	2 3 9	1,471 11 5	473 12 1	- - -	- - -	15 19 4	1,961 2 10	295	11	
Epping - - - 13	291 3 0	91 9 0	2,833 13 10	53 1 6	- - -	- - -	126 5 8	3,013 1 0	671	11	
Harlow - - - 11	240 7 9	58 13 8	1,577 10 1	146 9 6	- - -	- - -	66 15 7	1,790 15 2	442	11	
Hinckford, South:	6 10 9	71 16 2	425 8 11	- - -	- - -	- - -	7 5 6	432 14 5	80	11	
Braintree Division 3											
Ongar - - - 25	221 12 3	169 18 2	1,752 19 1	17 15 6	- - -	- - -	46 18 10	1,817 13 5	454	11	
Orsett - - - 18	338 3 7	162 4 7	986 17 6	135 4 6	- - -	- - -	26 7 8	1,148 9 8	342	11	
Tendring - - - 28	326 12 2	17 16 7	1,890 7 0	78 14 9	- - -	- - -	9 15 5	1,978 17 2	301	11	
Walden - - - 33	502 5 11	266 5 11	2,534 8 11	184 6 0	- - -	10 1 6	75 7 9	2,804 4 2	1,011	11	
Winstree and Lexden - 1	- - -	1 14 7	72 16 2	- - -	- - -	- - -	1 15 0	74 11 2	21	11	
Witham - - - 29	319 12 5	102 16 1	1,752 13 1	- - -	- - -	- - -	49 13 10	1,802 6 11	432	11	
190	2,915 6 10	1,049 18 1	20,198 12 1	1,098 7 10	- - -	10 9 6	570 19 4	21,878 0 9	5,475	11	

## COUNTY OF GLOUCESTER. - - - - -

Berkeley	- 8	85 12 7	21 7 2	803 8 6	- - -	- - -	137 6 6	6 16 3	947 11 3	213
Horsley	- 7	127 2 5	12 5 4	552 10 0	7 13 6	- - -	34 17 4	4 4 2	599 5 0	275
Lawford's Gate	- 2	54 8 0	- - -	1,975 1 8	- - -	- - -	- - -	11 12 5	1,986 14 1	790
Newnham	- 10	42 11 2	27 12 1	331 15 7	2 7 6	- - -	- - -	0 3 4	334 6 5	91
Stroud	- 1	38 17 4	- - -	36 7 11	- - -	- - -	- - -	- - -	36 7 11	38
Tewkesbury	- 14	341 5 4	35 5 5	1,310 0 1	- - -	- - -	- - -	27 18 11	1,337 19 0	448
	42	689 16 10	96 10 0	5,009 3 9	10 1 0	- - -	172 3 10	50 15 1	5,242 3 8	1,858

## COUNTY OF HANTS. - - - - -

Isle of Wight	- 31	- - -	- - -	3,103 2 10	- - -	- - -	- - -	342 15 8	3,445 18 6	*3,445
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\* Contract work.

## COUNTY OF HEREFORD. - - - - -

Dore	- 1	3 2 6	- - -	7 13 4	- - -	- - -	- - -	- - -	7 13 4	3
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## COUNTY OF HERTS. - - - - -

Dacorum	- 16	606 18 1	19 10 2	3,436 19 2	- - -	- - -	197 17 5	234 15 5	3,869 12 0	1,291
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## COUNTY OF KENT. - - - - -

Tonbridge	- 1	183 15 2	- - -	739 15 7	- - -	- - -	- - -	36 6 0	776 1 7	109
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## - COUNTY OF ESSEX.

EXPENDITURE.									BALANCE, 25th March 1875.	
m. our.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
19 1	1,865 1 11	582 17 4	135 0 0	- - -	- - -	- - -	630 16 1	5,373 18 1	217 16 5	322 11 1
-	28 18 10	2 5 10	15 0 0	9 4 0	- - -	- - -	0 16 9	71 1 2	- - -	5 3 3
4 6	664 11 6	117 13 9	35 10 0	473 12 1	- - -	- - -	45 4 3	2,035 1 9	235 16 5	48 16 2
5 2	991 15 10	363 1 10	185 0 0	53 1 6	- - -	- - -	94 9 10	2,888 16 9	420 4 0	96 5 9
12 8	356 3 11	176 15 0	50 0 0	146 9 6	- - -	- - -	18 7 4	1,496 1 4	480 10 9	4 2 10
1 3	215 19 8	45 7 5	25 0 0	- - -	- - -	- - -	2 14 5	405 19 9	3 11 7	42 2 4
1 0	629 3 9	140 4 1	56 0 0	17 15 6	- - -	- - -	15 9 0	1,712 3 7	281 15 3	124 11 5
9 11	367 6 11	99 6 11	24 0 0	135 4 6	- - -	- - -	9 5 0	1,155 12 0	321 10 1	152 13 4
13 7	898 11 9	184 11 2	25 0 0	78 14 9	- - -	- - -	76 9 1	2,123 14 11	277 14 6	113 16 8
19 2	598 9 1	168 9 9	115 6 2	184 6 0	- - -	10 1 5	202 18 3	2,876 6 8	482 17 2	318 19 8
8 0	10 19 0	19 13 7	- - -	- - -	- - -	- - -	2 4 0	78 3 1	- - -	0 6 6
4 9	624 7 9	179 1 2	81 0 0	- - -	- - -	- - -	71 12 5	1,828 11 7	297 14 9	107 3 1
19 1	7,251 9 11	2,079 7 10	746 16 2	1,098 7 10	- - -	10 1 5	1,170 6 5	22,060 10 8	3,019 10 11	1,336 12 1

## - COUNTY OF GLOUCESTER.

16 5	324 18 10	27 0 6	1 0 0	- - -	- - -	- - -	9 5 11	829 15 4	195 15 0	13 13 8
3 6	37 9 3	34 9 2	38 9 3	7 13 6	- - -	90 14 7	11 6 4	524 16 5	193 2 4	3 16 8
9 2	692 7 5	62 6 8	132 0 0	- - -	- - -	- - -	51 16 8	1,946 14 7	94 7 6	-
13 1	85 0 9	24 17 4	- - -	2 7 6	- - -	- - -	11 13 7	289 4 10	80 4 4	20 3 8
16 0	3 11 0	0 13 5	1 16 6	- - -	- - -	- - -	3 2 10	55 10 3	19 15 0	-
14 4	448 11 0	74 9 7	80 10 0	- - -	- - -	- - -	19 11 8	1,329 3 1	314 15 10	-
12 6	1,591 18 3	223 16 8	253 15 9	10 1 0	- - -	90 14 7	106 17 0	4,975 4 6	898 0 0	37 14 0

## - COUNTY OF HANTS.

-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	3,445 18 6	-	-
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## - COUNTY OF HEREFORD.

14 0	- - -	0 14 0	0 15 0	- - -	- - -	- - -	0 9 0	6 2 0	4 13 10	-
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## - COUNTY OF HERTS.

19 4	1,226 18 2	350 16 6	57 11 9	- - -	- - -	- - -	400 1 8	3,582 15 11	901 8 11	27 4 11
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## - COUNTY OF KENT.

15 1	127 19 8	9 10 7	60 0 0	- - -	- - -	5 1 0	12 3 4	580 3 0	379 13 9	-
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## COUNTY OF LANCASTER.

NAMES OF DIVISIONS, &c.	BALANCE, 25th March 1874.		RECEIPTS.							Mar Lab
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	
Accrington - - 4	43 4 2	- - -	859 11 9	- - -	- - -	- - -	18 1 5	877 13 2	304	
Ashton-under Lyne - 14	158 9 0	10 17 0	598 7 7	- - -	- - -	- - -	20 8 3	618 15 10	130	
Bacup and Rawtenstall 2	26 10 5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	6	
Blackburn, Lower - 21	81 0 5	61 10 5	2,169 18 10	- - -	- - -	- - -	69 9 4	2,239 8 2	821	
Blackburn, Upper - 14	481 5 0	69 10 11	2,092 0 9	- - -	- - -	- - -	36 11 10	2,128 12 7	998	
Bolton - - - 20	577 10 6	95 2 11	3,262 12 11	- - -	- - -	127 10 6	149 6 11	3,539 10 4	1,573	
Bury - - - 17	1,097 16 5	645 11 0	4,209 14 9	- - -	- - -	- - -	52 5 10	4,262 0 7	1,810	
Childwall - - - 1	19 15 6	- - -	93 13 3	- - -	- - -	- - -	- - -	93 13 3	53	
Clitheroe - - - 14	51 6 11	4 1 5	700 13 11	1 15 6	10 17 10	- - -	1 14 2	715 1 5	304	
Colne - - - 9	66 9 10	9 11 8	1,184 10 0	- - -	- - -	- - -	25 18 6	1,210 8 6	512	
Hawkshead - - - 12	61 3 6	1 13 3	459 6 3	- - -	- - -	- - -	6 10 7	465 16 10	324	
Kirkham - - - 29	226 12 10	90 18 9	2,260 13 7	358 17 9	172 14 5	- - -	4 15 3	2,797 1 0	770	
Leigh - - - 1	30 17 11	- - -	347 14 8	- - -	- - -	- - -	14 8 0	362 2 8	122	
Lonsdale, North- - 36	587 0 7	81 8 7	2,125 6 10	25 18 11	0 10 6	- - -	119 14 10	2,271 11 1	1,793	
Lonsdale, South - 30	330 17 0	53 15 4	2,995 10 11	28 6 0	27 5 6	- - -	80 1 2	3,131 3 7	1,608	
„ Hornby Sub-Div. 18	92 19 0	6 7 0	565 9 9	115 9 7	42 19 3	23 8 0	29 4 6	776 11 1	408	
Manchester - - - 26	1,805 17 3	1 6 8	4,793 9 10	117 11 11	10 17 0	- - -	105 0 7	5,026 19 4	2,461	
Middleton - - - 14	163 5 3	27 12 3	1,562 9 11	27 8 8	8 2 8	- - -	20 0 11	1,618 2 2	675	
Oldham - - - 1	7 5 0	- - -	28 17 11	- - -	- - -	- - -	- - -	28 17 11	0	
Over Darwen - - - 4	44 5 10	21 6 5	754 2 0	- - -	- - -	- - -	71 15 0	825 17 0	517	
Preston - - - 23	196 11 0	37 18 0	1,254 10 0	137 11 9	115 11 5	31 2 0	7 17 0	1,546 12 2	222	
St. Helen's - - - 2	192 1 0	- - -	683 7 9	- - -	- - -	- - -	22 18 6	706 6 3	285	
Walton-le-Dale - - 3	266 1 7	- - -	797 11 6	12 14 1	- - -	130 0 0	128 1 9	1,068 7 4	311	
Warrington - - - 1	50 15 11	- - -	367 11 10	33 17 3	- - -	- - -	0 10 0	401 19 1	108	
Wigan - - - 3	47 13 1	39 6 0	432 12 1	45 9 5	6 17 8	- - -	22 18 9	507 17 11	260	
319	6,706 14 11	1,257 17 7	34,599 18 7	905 0 10	395 16 3	312 0 6	1,007 13 1	37,220 9 3	16,387	

## COUNTY OF LINCOLN.

PARTS OF HOLLAND.									
Elloe - - - 18	1,041 1 10	79 13 6	12,175 11 2	- - -	- - -	- - -	48 18 6	12,224 9 8	2,200
Kirton and Skirbeck - 23	519 15 6	659 2 10	14,850 0 9	- - -	- - -	658 16 2	330 17 7	15,839 14 6	3,067
PARTS OF KESTIVEN.									
Aveland - - - 20	409 6 9	100 13 0	4,244 3 9	8 12 0	- - -	- - -	160 13 7	4,413 9 4	1,649
Beltisloe - - - 20	110 0 9	108 18 6	1,840 10 5	5 14 6	- - -	2 4 6	10 4 8	1,858 14 1	959
Lincoln - - - 36	691 8 3	120 10 11	5,074 16 2	98 1 3	- - -	73 3 0	348 15 2	5,594 15 7	2,910
Loveden - - - 33	446 16 6	155 3 9	5,397 14 5	15 17 6	- - -	- - -	73 16 6	5,487 8 5	1,650
Ness - - - 15	62 16 10	208 3 1	2,553 3 3	20 1 0	- - -	- - -	17 6 5	2,590 10 8	1,017
Sleaford - - - 61	671 0 7	924 2 5	11,700 14 4	209 14 0	- - -	- - -	304 14 9	12,215 3 1	4,963
Winnibriggs & Threoo 22	207 9 6	83 6 1	4,299 2 6	- - -	- - -	- - -	4 13 6	4,303 16 0	1,592
PARTS OF LINDSEY.									
Bradley-Haverstoe - 37	610 6 0	330 8 2	4,709 3 11	675 10 7	- - -	- - -	23 2 10	5,407 17 4	1,468
Calceworth - - - 36	626 9 2	85 1 8	5,853 10 1	- - -	- - -	- - -	31 0 3	5,884 10 4	1,094
Horncastle - - - 63	411 11 9	301 14 11	6,203 17 5	- - -	- - -	61 2 2	184 3 2	6,449 2 9	1,983
Lincoln - - - 44	449 1 7	150 9 2	5,446 8 2	152 5 0	27 19 6	- - -	85 11 5	5,712 4 1	2,905
Louth - - - 54	423 14 3	387 5 8	5,683 16 7	659 18 1	38 0 0	217 6 1	37 19 2	6,636 19 11	1,277
Spilsby - - - 57	577 17 0	994 2 10	10,243 11 8	151 3 0	- - -	195 18 0	40 14 8	10,631 7 4	2,167
Walsheroft - - - 27	211 13 0	738 12 1	4,798 16 5	394 18 7	- - -	- - -	126 3 10	5,319 18 10	1,392
Winterton - - - 23	229 4 4	133 13 2	3,415 5 10	203 2 0	25 0 0	- - -	81 16 3	3,725 4 1	1,506
Wragby - - - 32	315 3 8	56 7 2	2,662 1 3	355 4 4	31 6 0	38 10 0	7 0 0	3,094 1 7	834
Yarborough, North - 13	181 9 9	201 4 5	3,883 19 2	- - -	- - -	- - -	103 15 5	3,987 14 7	1,295
Yarborough, South - 25	473 16 8	213 11 2	4,202 13 4	132 5 6	75 0 0	- - -	97 7 3	4,507 6 1	1,665
659	8,670 3 8	6,032 4 6	119,239 0 7	3,082 7 4	197 5 6	1,246 19 11	2,118 14 11	125,884 8 3	37,604



## COUNTY OF LANCASTER.

EXPENDITURE.									BALANCE, 25th March 1875.	
m. ur.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8 4	341 4 10	13 4 8	28 0 0	- - -	- - -	- - -	11 2 3	806 14 11	114 2 5	—
5 8	21 1 0	10 15 2	35 17 0	- - -	- - -	328 4 7	10 2 3	582 11 10	183 16 0	—
9 2	0 17 0	0 15 6	3 18 0	- - -	- - -	- - -	0 13 6	15 0 6	11 9 11	—
7 1	421 11 5	67 10 5	163 19 9	- - -	- - -	86 7 6	24 7 3	2,125 16 0	233 14 9	100 12 7
0	589 12 7	87 11 2	87 18 3	- - -	- - -	0 11 2	71 5 9	2,218 18 7	328 1 1	6 13 0
0 6	845 5 4	187 7 9	271 16 0	- - -	- - -	- - -	115 11 10	3,566 0 11	555 4 3	99 7 3
8 6	1,103 19 9	263 5 11	181 7 10	- - -	- - -	- - -	1,005 11 9	5,087 12 6	989 16 6	1,363 3 0
5 0	11 5 0	14 2 0	- - -	- - -	- - -	- - -	6 7 6	98 3 0	15 5 9	—
9 1	103 4 11	6 4 7	63 7 0	1 15 6	10 17 10	- - -	13 11 10	691 4 8	71 14 4	0 12 1
4 9	325 12 11	26 7 11	41 0 0	- - -	- - -	- - -	8 14 9	1,275 14 7	27 2 10	35 10 9
4 10	14 6 1	6 14 11	26 8 0	- - -	- - -	- - -	7 9 2	472 3 6	62 3 6	8 19 11
1 4	614 4 10	203 19 7	106 12 0	353 17 9	172 14 5	- - -	202 16 1	2,788 4 6	278 8 8	133 18 1
0 10	165 4 5	4 3 5	18 0 0	- - -	- - -	- - -	7 19 1	402 8 5	- - -	9 7 10
9 4	53 6 7	51 12 11	84 13 4	25 18 11	0 10 6	- - -	30 8 0	2,332 15 0	458 8 8	14 0 7
2 1	540 0 9	115 17 5	181 5 0	28 6 0	27 5 6	- - -	106 1 11	3,150 9 9	283 17 8	26 2 2
9 9	72 15 6	14 16 17	44 5 0	115 9 7	42 19 3	0 10 0	9 10 4	792 0 10	78 0 4	6 18 1
8 8	1,563 15 9	232 15 5	257 15 0	117 11 11	10 17 0	- - -	79 12 3	5,495 14 2	1,339 11 6	3 15 9
4 0	347 11 3	111 7 1	44 4 9	27 8 8	8 2 8	- - -	109 7 9	1,515 5 4	267 1 7	28 11 9
- - -	- - -	1 6 10	12 0 0	- - -	- - -	- - -	18 5 3	32 2 1	4 0 10	—
8 3	151 12 11	18 11 6	49 0 0	- - -	- - -	- - -	2 16 0	864 18 6	12 14 11	28 17 0
5 2	485 9 10	57 11 2	120 12 0	137 11 9	115 11 5	19 13 6	34 5 7	1,417 10 5	290 3 11	2 9 2
2 9	216 4 10	26 8 2	30 0 0	- - -	- - -	- - -	69 5 4	902 19 8	1 1 10	5 14 3
5 3	386 8 9	34 16 8	38 10 0	12 14 1	- - -	192 0 0	16 1 9	1,154 15 11	179 13 0	—
- - -	117 0 5	3 10 4	25 0 0	33 17 3	- - -	- - -	10 10 5	298 4 9	154 10 3	—
7 2	129 4 7	24 1 11	44 0 0	45 9 5	6 17 8	- - -	6 3 3	532 4 2	2 2 3	18 1 5
8 6	8,621 1 3	1,584 19 0	1,959 8 11	905 0 10	395 16 3	627 6 9	1,978 0 10	38,619 14 6	5,942 6 9	1,892 14 8

## COUNTY OF LINCOLN.

14 4	6,954 15 1	214 10 8	328 8 0	- - -	- - -	- - -	175 14 4	12,100 12 3	1,100 1 10	14 16 1
8 4	8,177 7 11	517 8 3	536 6 0	- - -	- - -	0 11 0	419 17 9	14,553 1 7	1,368 2 0	220 16 5
2 5	1,817 9 11	167 19 6	76 10 0	8 12 0	- - -	72 1 8	77 6 9	4,609 0 5	342 1 4	228 18 8
7 9	484 11 2	80 5 5	22 0 0	5 14 6	- - -	58 13 2	24 2 5	1,919 8 11	105 9 8	165 2 3
6 8	713 8 6	376 1 10	157 19 3	98 1 3	- - -	- - -	351 6 7	5,568 0 0	713 6 6	115 13 7
2 9	2,469 5 2	430 16 6	144 4 0	15 17 6	- - -	- - -	150 11 10	5,516 7 8	451 15 10	189 2 4
2 9	765 10 0	70 10 7	48 0 0	20 1 0	- - -	40 0 1	60 10 8	2,412 14 8	111 6 0	78 16 3
18 0	4,239 13 10	501 16 7	186 2 0	209 14 0	- - -	488 15 0	232 2 5	12,330 10 11	749 0 5	1,117 10 1
11 6	1,527 14 1	430 17 9	73 10 0	- - -	- - -	10 3 10	69 11 1	4,342 11 8	211 18 1	126 10 4
12 2	2,387 7 7	227 8 7	76 11 0	675 10 7	- - -	- - -	69 7 5	5,416 3 0	631 16 7	360 4 5
17 11	2,687 9 11	229 2 3	107 5 0	- - -	- - -	- - -	438 3 7	5,785 1 6	763 3 9	122 7 5
1 1	2,654 18 10	284 0 1	102 7 0	- - -	- - -	- - -	145 9 2	6,338 0 4	459 12 0	238 12 9
8 5	1,256 10 3	128 3 1	119 0 0	152 5 0	27 19 6	0 18 6	199 3 8	5,577 0 4	670 10 4	236 14 2
17 0	2,290 19 1	177 5 8	135 5 9	659 18 1	38 0 0	- - -	98 15 2	6,131 14 7	612 14 9	71 0 10
11 4	5,491 17 0	351 4 8	271 7 0	151 3 0	- - -	191 8 0	162 9 3	10,344 15 8	471 12 3	601 6 5
2 0	2,262 5 4	107 2 11	97 0 0	394 18 7	- - -	- - -	39 11 6	4,790 12 1	386 13 4	384 5 8
15 10	1,263 1 10	80 18 8	73 0 0	203 2 0	25 0 0	- - -	82 15 8	3,722 8 3	319 1 9	220 14 9
6 7	1,222 16 1	102 4 10	31 16 8	355 4 4	31 6 0	- - -	153 17 10	3,163 3 8	271 8 7	81 14 2
17 8	1,519 5 11	336 4 4	135 0 0	- - -	- - -	- - -	27 14 1	3,777 17 7	341 6 5	151 4 1
19 4	1,523 14 5	186 3 8	138 0 0	132 5 6	75 0 0	- - -	59 15 11	4,442 16 8	508 8 11	183 14 0
3 10	51,710 1 11	5,000 5 10	2,859 11 8	3,082 7 4	197 5 6	862 11 3	3,038 7 1	122,842 1 9	10,589 10 4	4,909 4 8

## COUNTY OF MIDDLESEX. - - - -

NAMES OF DIVISIONS, &c.	BALANCE, 25th March 1874.		RECEIPTS.								M La
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.			
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	
Brentford - - 6	665 15 1	- - -	6,070 7 11	44 11 10	- - -	36 0 0	106 5 11	6,257 5 8	1,286		
Finsbury - - 2	100 15 5	- - -	2,334 15 4	- - -	- - -	- - -	108 10 3	2,443 5 7	509		
South Mims - - 2	24 1 6	- - -	398 5 9	- - -	- - -	201 12 4	14 8 6	614 6 7	147		
Spelthorne - - 10	237 16 1	94 18 1	1,794 4 3	74 1 11	- - -	16 17 5	318 17 7	2,204 1 2	589		
Uxbridge - - 11	342 7 3	117 14 7	2,392 15 5	- - -	- - -	- - -	214 6 11	2,607 2 4	745		
Regent's Park - 1	626 16 7	- - -	4,257 2 7	- - -	- - -	- - -	- - -	4,257 2 7	-		
32	1,997 11 11	212 12 8	17,247 11 3	118 13 9	- - -	254 9 9	762 9 2	18,383 3 11	3,276		

## COUNTY OF NORFOLK. - - - -

Blofield and Walsham 31	228 14 9	92 15 3	901 15 11	- - -	- - -	184 8 11	8 18 9	1,095 3 7	287	
Brothercross - - - 9	53 16 9	34 12 2	229 2 9	5 0 0	3 5 2	- - -	2 5 0	239 12 11	65	
Clackclose - - - 31	595 5 5	181 2 4	3,506 15 6	286 0 1	- - -	451 16 3	262 7 5	4,506 19 3	952	
Depwade, - - - 21	191 5 0	26 11 6	685 13 8	- - -	- - -	- - -	49 4 9	734 18 5	231	
Diss - - - 15	134 4 10	36 0 1	562 11 9	- - -	- - -	- - -	14 11 0	577 2 9	145	
Earsham - - - 15	62 4 7	53 17 5	914 3 5	- - -	- - -	- - -	27 12 3	941 15 8	224	
Erpingham, North - 34	129 17 0	72 13 3	811 15 3	7 15 3	7 15 3	- - -	27 3 1	854 8 10	288	
Erpingham, South - 36	283 13 3	26 5 11	570 11 6	- - -	1 11 0	- - -	8 15 0	580 17 6	233	
Eynsford - - - 31	172 6 1	66 16 11	764 19 4	- - -	- - -	- - -	13 6 0	778 5 4	223	
Flegg - - - 22	228 14 4	31 14 3	841 10 6	- - -	- - -	122 13 6	17 11 8	981 15 8	170	
Forehoe - - - 24	166 18 2	45 17 0	764 3 10	0 14 6	67 12 9	- - -	42 2 4	874 13 5	335	
Freebridge Lynn - 34	258 3 9	275 1 10	1,594 12 0	60 18 0	- - -	- - -	5 19 11	1,661 9 11	558	
Freebridge Marshland 16	317 5 7	74 11 11	3,551 9 7	- - -	- - -	- - -	23 14 2	3,575 3 9	963	
Gallow - - - 33	195 15 11	10 14 9	571 2 11	29 11 9	19 0 7	- - -	9 17 0	629 12 3	300	
Greenhoe, North - 18	103 7 6	13 14 7	320 19 2	2 0 0	2 6 6	- - -	16 10 6	341 16 2	187	
Greenhoe, South - 23	312 10 6	13 0 11	699 17 2	7 10 9	2 19 4	3 18 0	19 2 0	733 7 3	322	
Grimshoe - - - 18	157 18 6	113 13 6	922 17 4	154 5 0	- - -	- - -	105 5 8	1,182 8 0	490	
Guiltcross & Shropham 33	936 5 6	45 10 10	719 1 1	16 6 0	9 14 6	- - -	61 6 5	806 8 0	299	
Holt - - - 26	143 8 7	31 6 0	426 8 2	14 10 9	- - -	- - -	12 11 9	453 10 8	197	
Launditch - - - 36	205 13 10	16 13 1	747 13 7	- - -	- - -	- - -	48 17 0	796 10 7	303	
Loddon and Clavering 41	308 12 5	30 5 5	1,095 10 7	- - -	- - -	- - -	25 9 8	1,121 0 3	292	
Mitford - - - 18	139 6 7	4 5 7	1,057 5 2	- - -	- - -	- - -	68 8 4	1,125 13 6	387	
Smithdon - - - 20	234 14 9	93 4 6	1,131 4 7	4 14 0	40 0 6	- - -	21 2 7	1,197 1 8	417	
Swainsthorpe - - 37	158 14 4	207 2 2	1,027 3 7	10 0 0	6 0 0	- - -	54 7 4	1,097 10 11	285	
Taverham - - - 18	126 9 7	53 1 4	613 11 1	11 5 0	4 6 0	- - -	1 0 6	630 2 7	194	
Tunstead and Happing 42	263 5 9	86 15 2	1,545 5 9	27 10 4	- - -	- - -	13 12 0	1,586 8 1	300	
Wayland - - - 16	136 0 4	1 12 10	317 9 3	- - -	- - -	- - -	55 8 6	372 17 9	165	
698	6,244 13 7	1,739 0 6	26,894 14 5	638 1 5	164 11 7	762 16 8	1,016 10 7	29,476 14 8	8,826	

## - COUNTY OF MIDDLESEX.

EXPENDITURE.									BALANCE, 25th March 1875.	
Team hour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
19 0	3,001 7 3	598 12 1	406 9 6	44 11 10	- - -	- - -	409 10 10	6,550 4 6	505 13 10	132 17 7
6 3	1,424 13 3	76 6 11	114 10 4	- - -	- - -	- - -	169 11 8	2,362 9 1	181 11 11	-
4 6	176 3 6	43 8 2	10 0 0	- - -	- - -	- - -	47 13 10	573 12 10	64 15 3	-
19 9	388 17 6	259 4 9	57 0 0	74 1 11	- - -	- - -	179 9 5	1,844 14 8	531 14 7	29 10 1
9 11	628 18 6	454 7 8	95 0 0	- - -	- - -	- - -	170 19 7	2,694 0 2	229 13 5	91 18 7
0 0	1,185 18 4	31 15 0	647 19 1	- - -	- - -	- - -	2,963 11 5	5,303 18 10	- - -	419 19 8
12 5	6,805 13 4	1,463 14 7	1,330 18 11	118 13 9	- - -	- - -	3,940 16 9	19,329 0 1	1,513 9 0	674 5 11

## - COUNTY OF NORFOLK.

11 11	384 7 2	31 2 0	60 2 0	- - -	- - -	- - -	30 2 3	1,127 19 8	258 12 6	155 9 1
17 9	62 2 11	2 10 0	6 17 6	5 0 0	3 5 2	- - -	5 19 3	167 2 6	93 6 7	1 11 7
6 10	1,710 7 7	243 16 4	88 3 5	286 0 1	- - -	- - -	143 0 2	4,398 1 7	729 0 3	205 19 6
17 10	234 12 10	47 18 11	30 12 6	- - -	- - -	- - -	21 17 6	726 13 0	186 9 1	13 10 2
8 6	293 11 0	95 9 11	25 10 0	- - -	- - -	- - -	16 4 5	622 8 2	124 11 8	71 12 4
8 6	431 12 4	63 18 0	44 0 0	- - -	- - -	- - -	30 0 4	853 19 11	120 15 1	24 12 2
3 7	198 1 11	43 18 4	- - -	7 15 3	7 15 3	- - -	51 4 5	765 1 11	172 8 8	25 18 0
2 9	179 9 11	27 12 9	59 2 6	- - -	1 11 0	- - -	22 14 1	698 11 1	171 17 0	32 3 3
6 6	272 14 8	50 19 0	14 10 0	- - -	- - -	- - -	19 19 8	614 18 11	280 11 11	11 16 4
15 6	322 11 7	16 3 4	14 2 0	- - -	- - -	- - -	35 11 9	852 11 10	346 10 3	20 6 4
3 8	184 7 8	69 10 8	49 4 7	0 14 6	67 12 9	- - -	17 4 10	864 15 2	177 16 2	46 16 9
1 1	439 11 7	46 1 4	36 7 6	60 18 0	- - -	- - -	109 14 8	1,595 11 4	255 14 5	206 13 11
14 4	1,456 7 8	82 14 3	71 13 0	- - -	- - -	- - -	56 0 9	3,556 4 0	307 12 1	45 18 8
17 6	115 18 7	106 11 6	39 13 0	29 11 9	19 0 7	- - -	47 16 7	706 17 9	154 1 2	46 5 6
13 9	88 3 0	37 19 11	9 0 0	2 0 0	2 6 6	- - -	10 6 6	366 9 3	84 10 5	19 10 7
7 2	174 5 4	27 17 6	20 16 6	7 10 9	2 19 4	0 7 8	16 3 2	794 8 4	288 3 2	49 14 8
10 11	141 8 3	76 12 11	26 15 0	154 5 0	- - -	- - -	30 2 1	1,155 2 6	166 16 3	95 5 9
19 9	399 0 3	117 11 10	20 0 0	16 6 0	9 14 6	- - -	35 7 11	1,079 5 1	691 16 5	73 18 10
19 5	99 1 0	36 9 8	8 1 0	14 10 9	- - -	- - -	25 0 7	420 2 5	188 8 2	42 17 4
14 2	253 10 9	91 14 1	74 10 0	- - -	- - -	- - -	20 8 11	795 13 6	232 5 3	42 7 5
19 1	302 11 6	77 17 10	121 7 0	- - -	- - -	- - -	39 8 8	1,018 7 2	404 2 9	23 2 8
8 0	231 2 6	127 8 11	20 0 0	- - -	- - -	- - -	141 4 4	1,167 12 11	122 13 2	29 11 7
0 1	299 10 10	164 18 0	45 0 0	4 14 0	40 0 6	- - -	81 7 4	1,362 16 4	136 1 8	160 6 1
8 5	288 12 8	96 12 9	34 1 10	10 0 0	6 0 0	5 0 0	63 19 0	935 8 2	241 8 1	127 13 2
6 6	174 12 4	23 8 9	21 7 6	11 5 0	4 6 0	- - -	41 1 0	609 12 7	131 1 5	37 3 2
3 1	637 14 1	126 8 7	83 17 0	27 10 4	- - -	- - -	56 5 3	1,671 12 9	195 11 3	104 5 4
15 9	117 18 9	18 9 11	11 13 0	- - -	- - -	- - -	24 4 4	393 15 7	127 10 5	14 0 9
2 4	9,493 8 8	1,951 17 0	1,036 6 10	638 1 5	164 11 7	5 7 8	1,192 9 9	29,321 3 5	6,389 15 3	1,728 10 11



COUNTY OF NORTHAMPTON.

NAMES OF DIVISIONS, &c.	BALANCE, 25th March 1874.		RECEIPTS.							Manu- Labour
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
Oundle - - - 1	- - -	6 17 10	238 12 10	- - -	- - -	- - -	- - -	238 12 10	63 19	
Peterborough - - 34	424 1 1	257 14 0	3,656 17 6	- - -	- - -	- - -	206 14 2	3,863 11 8	1,272 19	
35	424 1 1	264 11 10	3,895 10 4	- - -	- - -	- - -	206 14 2	4,102 4 6	1,336 18	

COUNTY OF NORTHUMBERLAND.

Bedlingtonshire - - 4	9 14 0	3 10 3	101 0 11	- - -	- - -	- - -	- - -	101 0 11	25 0
Bellingham - - 30	45 1 9	17 15 6	630 10 7	8 16 6	6 11 0	- - -	0 10 0	646 8 1	338 9
Castle Ward, East - 10	59 1 9	94 16 8	684 13 6	60 0 7	- - -	- - -	- - -	744 14 1	263 15
Castle Ward, West - *45	397 9 3	73 15 1	1,916 13 6	197 9 9	6 3 0	- - -	7 16 0	2,128 2 3	806 4
Morpeth Ward, East - 16	78 9 3	70 19 4	1,071 1 11	20 10 0	17 14 6	- - -	29 11 11	1,138 18 4	441 12
Morpeth Ward, West - 61	73 7 1	51 7 2	834 10 10	24 14 6	5 16 9	- - -	104 18 6	970 0 7	442 15
Tindale Ward, East - 47	354 11 2	109 12 9	2,458 14 9	18 18 0	35 13 4	- - -	24 18 8	2,538 4 9	1,034 5
Tindale Ward, N.-East 19	91 11 3	2 15 3	712 16 8	- - -	- - -	- - -	- - -	712 16 8	382 9
Tindale Ward, N.-West 24	122 8 7	17 9 6	442 0 11	1 10 0	- - -	- - -	0 4 0	443 14 11	194 18
Tindale Ward, South - 25	193 6 6	14 0 2	1,071 17 8	2 9 6	- - -	- - -	0 2 11	1,074 10 1	563 13
281	1,425 0 7	456 1 8	9,924 1 3	334 8 10	71 18 7	- - -	168 2 0	10,498 10 8	4,493 8

\* The statement for this Division is incomplete, 12 townships not having made any returns.

COUNTY OF OXFORD.

Borough of New Wood- stock. 1	- - -	26 9 9	64 6 11	- - -	- - -	- - -	- - -	64 6 11	29 0
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COUNTY OF RUTLAND.

Rutland - - 58	584 17 2	114 12 0	5,808 11 4	78 18 9	- - -	5 14 6	99 3 1	5,992 7 8	2,144 8
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COUNTY OF SALOP.

Albrighton - - 5	15 13 7	0 3 9	21 7 8	- - -	- - -	- - -	- - -	21 7 8	14 13
Condover - - 5	14 16 8	- - -	62 15 10	- - -	- - -	- - -	- - -	62 15 10	29
Ellesmere - - 25	163 19 7	2 8 8	344 16 10	- - -	- - -	- - -	4 8 0	349 4 10	194 1
Shiffnal - - 1	2 7 10	- - -	455 1 0	- - -	- - -	- - -	7 1 3	462 2 3	223
Whitchurch - - 11	55 14 8	2 4 8	256 3 5	- - -	- - -	- - -	0 0 6	256 3 11	116
Borough of Wenlock - 12	302 8 5	6 6 2	1,018 15 1	- - -	- - -	2 12 0	20 5 2	1,041 12 3	499 13
59	555 0 9	11 3 3	2,158 19 10	- - -	- - -	2 12 0	31 14 11	2,193 6 9	1,078 8

COUNTY OF STAFFORD.

Burton-on-Trent - - 17	196 3 1	38 13 11	629 4 4	3 0 0	- - -	0 19 0	8 10 8	641 14 0	285 8
Cheadle - - 24	146 2 10	34 13 2	901 3 9	- - -	- - -	33 16 6	9 10 3	944 10 6	392 10
Elford - - 20	145 16 3	0 5 6	336 19 1	- - -	0 8 3	- - -	0 15 6	338 2 10	227 13
Kingswinford & Wordsley 16	443 11 9	294 17 9	3,101 2 7	- - -	- - -	- - -	5 3 0	3,106 5 7	1,192 8
Leek - - 57	252 7 6	184 6 1	2,796 3 8	- - -	- - -	3 15 5	38 17 4	2,838 16 5	1,315 4
Penkridge - - 56	646 8 0	24 0 9	2,270 8 7	10 10 0	- - -	- - -	30 5 1	2,311 3 8	831 1
Pirehill, North - - 40	476 17 8	66 18 5	2,974 10 3	- - -	- - -	- - -	104 12 0	3,079 2 3	1,208 0
Rugeley - - 11	131 19 7	51 1 9	601 18 3	- - -	- - -	- - -	- - -	601 18 3	243 3
Shenstone - - 16	271 19 4	9 5 2	747 6 5	- - -	- - -	- - -	15 16 10	763 3 3	378 3

## COUNTY OF NORTHAMPTON.

EXPENDITURE.									BALANCE, 25th March 1875.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2 18 8	94 11 9	2 9 9	3 10 0	- - -	- - -	- - -	1 3 0	188 12 6	43 2 6	- - -
2 5 3	1,778 18 3	127 18 7	81 10 0	- - -	- - -	29 3 8	181 14 5	3,844 9 9	309 10 3	124 1 3
5 3 11	1,873 10 0	130 8 4	85 0 0	- - -	- - -	29 3 8	182 17 5	4,033 2 3	352 12 9	124 1 3

## COUNTY OF NORTHUMBERLAND.

3 14 0	15 15 6	- - -	- - -	- - -	- - -	- - -	0 4 0	69 14 0	48 2 9	10 12 1
2 12 2	79 5 1	2 17 1	15 6 3	8 16 6	6 11 0	- - -	24 5 9	588 3 0	93 10 1	7 18 9
1 7 8	168 12 11	13 15 11	29 3 0	60 0 7	- - -	- - -	14 8 8	701 4 8	106 4 7	98 10 1
2 1 0	507 10 3	27 9 4	94 15 0	197 9 9	6 3 0	16 16 5	73 4 1	2,151 12 10	377 7 9	77 4 2
9 1 0	318 15 3	22 18 11	2 10 0	20 10 0	17 14 6	- - -	27 0 9	1,020 2 6	150 6 1	24 0 4
2 5 5	153 14 2	12 12 2	- - -	24 14 6	5 16 9	11 18 3	25 15 1	898 9 2	95 14 6	2 3 2
3 11 8	296 15 0	39 17 0	44 10 0	18 18 0	35 13 4	91 18 4	159 1 3	2,214 10 3	616 5 6	47 12 7
19 9 9	97 1 11	16 4 0	25 0 9	- - -	- - -	- - -	16 14 5	707 10 2	100 6 9	6 4 3
9 4 9	47 0 2	5 2 4	14 19 1	1 10 0	- - -	39 13 4	19 17 11	392 6 8	159 0 6	2 13 2
2 2 3	213 16 1	16 9 3	61 12 5	2 9 6	- - -	14 8 7	18 7 9	1,194 19 6	92 4 2	33 7 3
16 8 8	1,898 6 4	157 6 0	287 16 6	334 8 10	71 18 7	174 14 11	378 19 8	9,938 12 9	1,839 2 8	310 5 10

## COUNTY OF OXFORD.

2 0 0	0 13 6	2 6 0	- - -	- - -	- - -	- - -	0 10 0	40 12 0	- - -	2 14 10
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## COUNTY OF RUTLAND.

5 9 5	2,699 1 7	264 14 6	108 5 10	78 18 9	- - -	- - -	91 18 8	6,120 10 11	515 19 8	173 17 9
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## COUNTY OF SALOP.

1 0 0	7 7 6	1 3 6	0 18 0	- - -	- - -	- - -	2 3 0	27 5 0	11 11 11	1 19 5
13 6 6	27 0 6	4 3 2	3 0 0	- - -	- - -	- - -	2 18 5	71 0 7	9 1 8	2 9 9
14 0 0	42 6 8	28 0 5	- - -	- - -	- - -	- - -	25 16 9	350 14 10	169 1 7	9 0 8
11 5 5	39 5 10	53 8 3	68 0 0	- - -	- - -	- - -	4 19 4	450 12 8	13 17 5	- - -
5 0 0	63 8 6	7 8 2	- - -	- - -	- - -	- - -	20 10 3	234 16 6	77 2 0	2 4 7
18 1 1	29 19 1	108 19 2	72 12 2	- - -	- - -	- - -	62 15 3	1,121 2 0	252 12 11	36 0 5
3 0 0	209 8 1	203 2 8	144 10 2	- - -	- - -	- - -	119 3 0	2,255 11 7	533 7 6	51 14 10

## COUNTY OF STAFFORD.

5 11 1	153 0 0	98 17 6	1 1 0	3 0 0	- - -	- - -	66 15 6	723 5 9	124 15 3	48 17 10
15 7 7	210 2 9	49 19 9	20 0 0	- - -	- - -	- - -	27 9 2	926 18 2	176 17 4	47 15 4
14 0 0	44 19 7	52 11 6	12 0 0	- - -	0 8 3	- - -	16 5 1	408 15 5	95 6 3	20 8 1
6 6 6	296 2 1	151 19 11	292 6 0	- - -	- - -	- - -	596 4 9	2,919 8 0	677 12 4	342 0 9
17 7 7	523 5 9	90 11 4	71 12 0	- - -	- - -	38 3 10	102 17 8	2,721 12 6	263 18 11	78 13 7
5 10 0	526 4 4	156 18 0	20 0 0	10 10 0	- - -	- - -	147 8 3	1,986 7 11	1,026 8 16	79 5 10
19 10 0	456 8 1	116 11 4	196 15 4	- - -	- - -	- - -	115 9 2	2,831 3 9	706 19 1	49 1 4
2 2 2	51 9 7	102 10 2	33 10 8	- - -	- - -	- - -	19 14 2	545 7 11	137 8 2	- - -
8 3 3	114 0 1	78 4 7	26 0 0	- - -	- - -	- - -	167 9 9	858 6 3	186 11 4	19 0 2

COUNTY OF STAFFORD—continued.

NAMES OF DIVISIONS, &c.	BALANCE, 25th March 1874.		RECEIPTS.							Manu- Labour
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
Stafford and Eccleshall:—										
Eccleshall District 42	313 6 11	25 6 5	741 6 5	3 18 6	- - -	16 15 8	0 9 1	762 9 8	419 6	
Stafford District - 51	153 2 2	58 17 5	622 1 9	- - -	- - -	- - -	11 1 6	633 3 3	260 15	
Stone - - - 18	96 17 3	46 16 4	540 12 6	19 4 4	4 1 3	- - -	12 14 2	576 12 3	229 9	
Uttoxeter - - - 41	141 0 6	51 7 1	948 0 7	24 3 4	1 17 6	84 4 0	28 12 3	1,086 17 8	427 16	
West Bromwich, Wed- nesbury, and Walsall } 7	184 4 5	96 7 3	2,859 9 11	- - -	- - -	- - -	19 18 5	2,879 8 4	1,125 13	
Wolverhampton - - 14	207 15 8	4 12 10	1,232 4 7	0 4 0	- - -	- - -	15 11 5	1,248 0 0	615 1	
430	3,807 12 11	987 9 10	21,302 12 8	61 0 2	6 7 0	139 10 7	301 17 6	21,811 7 11	9,151 16	

COUNTY OF SUFFOLK.

Beccles - 12	63 2 2	4 2 6	178 7 9	4 2 6	- - -	- - -	- - -	182 10 3	42 0
Blackbourn* - - 30	251 7 3	- - -	895 6 9	- - -	- - -	0 10 0	34 11 5	930 8 2	313 3
Blything - - - 47	383 8 4	110 11 6	2,200 3 0	- - -	- - -	- - -	84 13 9	2,284 16 9	545 1
Bosmere and Claydon - 35	197 9 3	46 3 6	1,154 3 3	- - -	- - -	89 12 11	2 6 1	1,246 2 3	349 13
Bungay - - - 15	83 5 3	24 16 7	538 16 3	15 0 2	- - -	- - -	34 17 0	588 13 5	188 9
Framlingham - - 33	337 17 0	34 17 0	2,987 12 5	19 16 3	- - -	- - -	7 10 6	3,014 19 2	514 8
Hoxne - - - 18	380 11 8	4 12 3	1,504 3 0	- - -	- - -	- - -	3 18 3	1,508 1 8	303 13
Mutford & Lothingland 21	368 18 10	67 4 10	854 7 9	- - -	- - -	- - -	121 15 10	976 3 7	198 17
Newmarket - - - 1	26 19 10	- - -	365 4 11	- - -	- - -	- - -	3 0 0	368 4 11	85 10
Samford - - - 28	291 10 5	21 3 2	1,027 5 1	15 15 0	- - -	- - -	14 2 4	1,057 2 5	293 13
Stow - - - 13	115 16 0	11 12 7	630 14 8	- - -	- - -	7 9 9	10 14 0	648 18 5	160 16
Thingoe & Thedwastry* 15	187 15 10	- - -	163 2 8	- - -	- - -	- - -	18 14 9	181 17 5	109 1
Woodbridge - - - 64	553 10 3	118 19 3	3,164 10 11	- - -	- - -	- - -	7 9 9	3,172 0 8	744 17
332	3,241 12 1	444 3 2	15,663 18 5	54 13 11	- - -	97 12 8	343 14 1	16,159 19 1	3,849 9

\* From 24th June 1874, the date of the dissolution of the Highway Board.

COUNTY OF SURREY.

Chertsey† - - - 9	568 18 2	59 16 7	2,325 18 2	- - -	- - -	- - -	228 9 8	2,554 7 10	798 7
Farnham - - - 1	32 8 0	- - -	893 10 10	- - -	- - -	- - -	5 19 2	899 10 0	183 13
Parish of Kew - - 1	- - -	- - -	- - -	- - -	- - -	- - -	351 16 9	351 16 9	78 17
11	601 6 2	59 16 7	3,219 9 0	- - -	- - -	- - -	586 5 7	3,805 14 7	1,060 18

† For the year ending 25th March 1873.

COUNTY OF SUSSEX.

Arundel, Lower - 24	705 6 11	38 14 8	2,404 3 4	81 3 9	- - -	7 13 9	487 16 10	2,980 17 8	852 3
Arundel, Upper - - 27	261 2 3	104 8 7	821 17 6	13 19 11	0 10 1	- - -	27 11 3	863 18 9	363 18
Bramber, Lower - 14	593 4 5	- - -	4,440 0 4	2 15 6	47 17 9	- - -	35 9 2	4,526 2 9	1,398 5
Brighton - - - 8	115 6 6	52 4 11	661 2 9	29 11 0	- - -	- - -	- - -	690 13 9	112 13
Burwash - - - 5	390 9 8	22 18 9	1,626 15 9	118 0 2	- - -	- - -	4 0 0	1,748 15 11	696 16
Chichester, Lower - 25	304 9 5	28 17 7	2,078 6 9	- - -	- - -	- - -	27 11 6	2,105 18 3	848 5
Chichester, Upper - 42	775 6 0	74 10 6	1,572 5 0	53 9 0	0 12 0	- - -	82 7 2	1,708 13 2	570 7
Cuckfield - - - 13	559 19 0	72 13 3	4,048 3 5	104 18 0	- - -	- - -	5 14 9	4,158 16 2	1,286 18
Grinstead, East - 5	135 11 9	93 4 5	2,994 9 9	- - -	- - -	- - -	1 0 0	2,995 9 9	665 15
Hailsham - - - 19	380 18 10	11 14 5	2,249 7 4	429 8 7	1 7 9	34 0 0	5 17 5	2,720 1 1	732 8
Lewes - - - 40	846 3 6	51 2 9	2,967 4 2	74 6 3	- - -	- - -	12 3 11	3,053 14 4	941 8
Pevensey Liberty - 3	28 8 7	- - -	402 1 5	115 15 11	- - -	- - -	4 4 4	522 1 8	136 15
Steyning - - - 22	151 10 7	135 7 10	1,851 1 2	51 7 0	- - -	- - -	12 11 9	1,914 19 11	388 9
Uckfield - - - 8	412 4 3	- - -	1,916 13 0	356 6 7	- - -	- - -	6 15 6	2,279 15 1	612 12
Worthing - - - 7	76 17 1	17 4 11	570 3 3	5 10 8	- - -	- - -	6 10 6	582 4 5	203 1
262	5,736 18 9	703 2 7	30,603 14 11	1,436 12 4	50 7 7	41 13 9	719 14 1	32,852 2 8	9,809 19



## COUNTY OF STAFFORD—continued.

EXPENDITURE.									BALANCE, 25th March 1875.	
Team Labour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
12 14 1	182 17 0	54 15 10	45 10 0	3 18 6	- - -	- - -	24 5 7	863 7 4	255 5 0	68 2 2
2 8 1	110 16 11	31 3 8	- - -	- - -	- - -	- - -	41 16 6	537 0 11	236 12 10	46 5 9
3 2	44 14 5	188 0 6	27 7 6	19 4 4	4 1 3	- - -	28 8 0	585 8 2	68 0 11	26 15 11
4 1	212 5 6	80 7 8	28 3 6	24 3 4	1 17 6	3 17 0	72 1 3	1,069 16 4	175 15 2	69 0 5
13 8 0	569 3 9	317 19 1	213 14 1	- - -	- - -	- - -	92 11 0	2,963 19 10	132 15 4	129 9 8
2 11 2	230 2 2	37 18 7	73 7 6	0 4 0	- - -	- - -	4 18 4	1,254 3 4	236 18 10	39 19 4
14 3	3,725 12 0	1,608 9 5	1,061 7 7	61 0 2	6 7 0	42 0 10	1,523 14 2	21,195 1 7	4,501 5 7	1,064 16 2

## COUNTY OF SUFFOLK.

12 9	98 1 2	5 3 10	22 3 0	4 2 6	- - -	- - -	4 15 0	189 19 1	53 3 5	1 12 7
12 1	408 2 8	50 17 7	0 9 6	- - -	- - -	- - -	15 6 4	983 12 1	242 12 9	44 9 5
4 4	965 17 11	272 7 9	200 0 9	- - -	- - -	- - -	73 13 6	2,195 5 11	509 11 2	147 3 6
19 5	521 8 9	80 10 4	99 1 0	- - -	- - -	- - -	27 9 3	1,221 2 7	264 11 6	88 6 1
6 2	270 6 0	33 0 9	41 10 0	15 0 2	- - -	- - -	7 17 6	583 10 3	96 7 3	32 15 5
4 3	1,947 18 6	217 9 4	148 5 8	19 16 3	- - -	- - -	43 6 1	2,980 8 8	394 11 9	57 1 3
1 6	970 10 7	86 1 2	110 8 0	- - -	- - -	- - -	25 11 2	1,550 5 9	363 17 5	30 2 1
5 7	332 8 3	27 12 1	70 13 0	- - -	- - -	- - -	24 4 4	878 0 3	438 0 4	38 3 0
5 0	127 17 3	19 16 8	- - -	- - -	- - -	- - -	46 9 9	362 19 1	32 5 8	-
12 2	330 2 10	51 18 4	186 18 0	15 15 0	- - -	- - -	21 0 2	1,057 0 0	271 12 2	1 2 6
4 0	311 15 1	40 16 9	30 5 0	- - -	- - -	- - -	3 5 10	593 3 5	177 13 10	17 15 5
2 10	93 1 7	12 11 3	0 4 6	- - -	- - -	- - -	1 0 1	273 2 1	116 17 7	20 6 5
9 1	1,096 17 10	189 9 6	229 18 0	- - -	- - -	- - -	282 9 10	3,087 12 1	715 19 2	196 19 7
9 2	7,474 8 5	1,087 15 4	1,139 16 5	54 13 11	- - -	- - -	576 8 10	15,956 1 3	3,677 4 0	675 17 3

## COUNTY OF SURREY.

0 5	542 12 0	301 11 9	71 8 8	- - -	- - -	- - -	93 19 8	2,780 19 10	291 10 1	9 0 6
17 10	248 3 11	122 11 2	109 10 0	- - -	- - -	- - -	- - -	930 16 1	1 1 11	-
- -	61 19 2	54 11 6	- - -	- - -	- - -	- - -	156 8 5	351 16 9	-	-
18 3	852 15 1	478 14 5	180 18 8	- - -	- - -	- - -	250 8 1	4,063 12 8	292 12 0	9 0 6

## COUNTY OF SUSSEX.

11 1	539 12 11	132 15 2	210 4 6	81 3 9	- - -	- - -	846 15 3	3,040 5 10	670 11 3	63 7 2
0 0	213 0 4	43 14 2	34 10 0	13 19 11	0 10 1	- - -	12 3 10	951 17 0	207 16 2	139 0 9
16 1	1,889 15 10	284 4 7	334 16 0	2 15 6	47 17 9	15 6 7	106 6 9	4,686 4 6	478 16 1	45 13 5
18 0	145 5 2	11 16 7	28 17 6	29 11 0	- - -	- - -	364 0 1	743 1 5	31 11 8	20 17 9
13 11	680 18 6	69 8 0	65 8 0	118 0 2	- - -	- - -	18 17 6	1,984 2 1	176 14 4	44 9 7
13 6	233 5 2	93 16 11	239 15 0	- - -	- - -	- - -	70 5 0	2,137 0 11	301 3 6	56 14 4
3 10	381 3 2	196 8 10	80 11 6	53 9 0	0 12 0	2 16 2	69 3 6	1,790 15 10	730 10 5	111 17 7
18 10	1,202 1 10	234 1 6	99 0 0	104 18 0	- - -	189 11 3	80 14 5	4,123 4 6	522 17 5	-
2 9	743 15 2	100 6 7	163 0 0	- - -	- - -	114 3 8	85 11 6	2,882 15 1	231 8 5	26 6 5
7 2	798 2 11	163 13 2	58 0 0	429 8 7	1 7 9	- - -	97 4 2	2,884 11 9	289 1 0	84 7 3
3 10	817 3 8	319 1 6	94 8 3	74 6 3	- - -	79 10 0	166 13 9	3,285 15 5	698 8 10	135 9 2
16 8	19 9 3	9 4 4	30 10 0	115 15 11	- - -	- - -	18 15 4	462 7 1	88 3 2	-
5 4	236 8 10	134 9 9	132 14 4	51 7 0	- - -	- - -	446 17 2	1,781 12 2	261 10 11	112 0 5
7 1	1,266 0 6	57 2 6	110 5 0	356 6 7	- - -	- - -	21 2 8	2,654 17 1	138 4 8	101 2 5
12 7	188 6 7	32 1 6	36 0 0	5 10 8	- - -	- - -	8 2 7	530 15 9	124 13 11	13 13 1
10 8	9,354 9 10	1,882 5 1	1,718 0 1	1,436 12 4	50 7 7	401 7 8	2,412 13 6	33,889 6 5	4,951 11 9	954 19 4

## COUNTY OF WARWICK.

NAMES OF DIVISIONS, &c.	BALANCE, 25th March 1874.		RECEIPTS.							Manual Labour.
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
Atherstone - - 34	529 1 3	106 13 2	1,508 17 10	91 15 0	- - -	- - -	79 11 4	1,680 4 2	558 9	
Birmingham - - 6	214 18 10	4 18 6	1,441 0 0	- - -	- - -	- - -	18 18 6	1,459 18 6	534 16	
Coleshill - - 21	151 13 0	29 11 3	970 2 3	- - -	- - -	- - -	5 14 0	975 16 3	511 13	
Kenilworth - - 11	161 17 1	9 2 5	1,283 15 11	10 8 0	- - -	- - -	223 14 1	1,517 18 0	584 0	
Kirby - - 43	339 7 7	55 15 7	2,808 1 6	24 8 9	- - -	- - -	48 0 11	2,880 11 2	941 13	
Rugby - - 22	264 8 10	64 3 10	1,432 19 5	2 5 0	- - -	- - -	4 12 0	1,439 16 5	401 1	
Solihull - - 20	251 5 2	31 17 5	1,120 18 6	- - -	- - -	6 0 0	5 4 0	1,132 2 6	490 2	
Southam - - 29	280 8 6	84 6 8	2,861 19 0	- - -	- - -	- - -	127 7 1	2,989 6 1	984 5	
Warwick - - 22	164 8 8	72 12 4	1,301 0 11	31 10 0	- - -	7 0 0	7 7 10	1,346 18 9	629 7	
Town of Sutton Coldfield 1	94 10 5	- - -	890 11 9	- - -	- - -	5 0 0	10 4 0	905 15 9	597 4	
209	2,451 19 4	459 1 2	15,619 7 1	160 6 9	- - -	18 0 0	530 13 9	16,328 7 7	6,232 13	

## COUNTY OF WESTMORLAND.

Ambleside	- - 5	44 8 7	2 5 0	388 5 7	- - -	- - -	- - -	6 1 3	394 6 10	251 3
East Ward	- - 52	305 8 11	9 13 11	941 11 5	- - -	- - -	46 15 0	81 1 1	1,069 7 6	574 3
Kendal Ward	- - 48	515 16 1	25 4 3	1,526 5 8	2 3 6	- - -	27 6 0	98 11 5	1,654 6 7	1,271 15
Lonsdale Ward	- - 12	51 6 11	3 19 0	293 0 7	6 4 4	- - -	124 2 0	33 18 7	457 5 6	239 18
West Ward	- - 45	282 0 3	9 18 0	1,085 4 11	12 15 0	- - -	- - -	31 9 9	1,129 9 8	639 0
	162	1,199 0 9	51 0 2	4,234 8 2	21 2 10	- - -	198 3 0	251 2 1	4,704 16 1	2,976 1

## COUNTY OF WILTS.

Bradford	- - 4	215 11 11	- - -	1,314 9 2	- - -	- - -	- - -	6 10 6	1,320 19 8	124 3 1
Marlborough & Ramsbury	2	- - -	47 12 9	114 3 0	- - -	- - -	- - -	1 0 0	115 3 0	18 9 1
	6	215 11 11	47 12 9	1,428 12 2	- - -	- - -	- - -	7 10 6	1,436 2 8	142 13

## COUNTY OF WORCESTER.

Blockley	- - 2	45 11 4	- - -	48 7 7	- - -	- - -	- - -	- - -	48 7 7	28 2
Bromsgrove	- - 3	22 2 9	1 8 8	320 1 10	- - -	- - -	27 2 0	- - -	347 3 10	156 5
Droitwich	- - 7	84 0 8	- - -	288 11 0	- - -	- - -	114 10 2	3 8 2	406 9 4	197 8
Halesowen	- - 11	64 9 2	22 12 11	680 9 9	54 0 6	- - -	4 11 6	1 16 6	740 18 3	242 0
Northfield	- - 4	598 0 1	- - -	2,390 12 1	- - -	- - -	- - -	34 1 4	2,424 13 5	1,180 1 1
Oldbury	- - 3	10 14 3	30 18 1	240 15 6	- - -	- - -	- - -	- - -	240 15 6	69 10
Pershore	- - 22	256 13 0	49 7 0	1,077 1 8	- - -	- - -	- - -	16 1 4	1,093 3 0	442 6 1
Stourbridge	- - 9	123 0 5	89 5 11	1,503 15 3	- - -	- - -	- - -	0 10 0	1,504 5 3	337 17
Stourport	- - 1	107 18 2	- - -	363 15 9	- - -	- - -	10 6 11	27 6 2	401 8 10	201 3
Upton	- - 5	81 10 7	19 5 0	196 12 0	- - -	- - -	- - -	1 0 0	197 12 0	91 7
Worcester	- - 6	68 1 1	5 0 8	1,282 15 11	- - -	- - -	88 3 0	22 15 0	1,393 13 11	477 2
	73	1,462 1 6	217 18 3	8,392 18 4	54 0 6	- - -	244 13 7	106 18 6	8,798 10 11	3,423 5

## COUNTY OF WARWICK.

EXPENDITURE.									BALANCE, 25th March 1875.	
	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8	747 5 2	138 17 4	90 6 7	91 15 0	-	17 8 3	37 11 5	1,940 11 0	219 16 0	57 14 9
7	323 6 3	140 10 4	58 1 0	-	-	-	11 5 3	1,278 12 11	391 5 11	—
0	124 10 0	56 2 5	67 3 0	-	-	-	28 12 4	863 15 10	236 12 7	2 10 5
10	316 18 2	292 2 5	71 1 6	10 8 0	-	-	90 13 6	1,474 7 0	213 7 1	17 1 5
6	892 18 9	223 5 7	142 6 0	24 8 9	-	-	120 17 0	2,694 9 9	515 9 10	45 16 5
6	468 11 10	129 17 11	20 5 6	2 5 0	-	15 0 0	59 10 10	1,238 8 4	419 12 9	17 19 8
2	225 18 8	56 4 3	77 16 0	-	-	-	84 13 9	1,036 8 0	347 8 6	32 6 3
0	1,295 3 4	175 6 1	50 14 0	-	-	135 19 8	30 0 2	2,982 8 6	238 8 0	35 8 7
5	295 6 7	105 2 6	29 9 0	31 10 0	-	-	15 5 6	1,292 4 1	203 1 9	56 10 9
10	122 10 6	49 10 11	15 0 0	-	-	-	25 6 6	1,011 15 10	-	11 9 8
10	4,812 9 3	1,366 19 9	622 2 7	160 6 9	-	168 7 11	503 16 3	15,813 1 3	2,785 2 5	276 17 11

## COUNTY OF WESTMORLAND.

2 6	3 16 10	5 10 0	22 18 0	-	-	-	6 15 1	380 5 7	69 4 8	12 19 10
1 7	173 15 9	33 10 10	41 0 0	-	-	-	25 6 4	1,050 8 2	329 1 7	14 7 3
5 7	88 18 6	18 7 8	71 12 0	2 3 6	-	-	35 10 8	1,656 3 6	513 3 8	24 8 9
3 2	6 9 9	4 16 4	35 10 0	6 4 4	-	-	5 6 4	344 8 7	168 8 7	8 3 9
4 5	143 7 6	9 15 3	12 7 0	12 15 0	-	-	15 2 1	1,106 1 6	306 6 1	10 15 8
7 3	416 8 4	72 0 1	183 7 0	21 2 10	-	-	88 0 6	4,537 7 4	1,386 4 7	70 15 3

## COUNTY OF WILTS.

4 0	124 11 1	47 7 4	10 0 0	-	-	-	805 12 5	1,178 18 8	357 12 11	—
-	12 1 6	1 4 9	-	-	-	-	7 0 6	38 16 8	33 7 4	4 13 9
4 0	136 12 7	48 12 1	10 0 0	-	-	-	812 12 11	1,217 15 4	391 0 3	4 13 9

## COUNTY OF WORCESTER.

6 6	26 12 4	2 8 0	-	-	-	-	2 12 0	81 10 10	14 6 0	1 17 11
4 0	127 10 11	7 3 7	30 0 0	-	-	-	2 15 0	367 8 10	16 18 6	16 9 5
6 2	81 13 7	20 4 7	10 0 0	-	-	-	5 15 0	389 7 4	101 5 10	0 3 2
0 11	111 3 5	154 2 2	14 0 0	54 0 6	-	-	40 11 10	711 19 0	103 2 11	32 7 5
8 11	583 19 1	195 10 10	265 0 0	-	-	-	51 2 4	2,568 3 1	454 10 5	—
1 0	20 19 0	28 14 2	11 17 0	-	-	-	4 18 6	177 10 3	43 1 5	—
0 0	243 14 0	61 9 0	20 0 0	-	-	-	45 16 7	979 16 5	352 11 5	31 18 10
4 10	319 18 2	112 15 4	73 7 0	-	-	-	41 9 0	1,268 11 7	301 7 1	31 18 11
3 6	1 10 9	54 4 8	35 0 0	-	-	-	2 18 0	365 0 1	144 6 11	—
7 10	68 10 6	2 17 0	16 0 0	-	-	-	8 3 1	233 5 9	33 10 5	6 18 7
5 5	389 6 9	101 18 2	33 0 0	-	-	-	27 7 0	1,329 0 0	127 14 4	—
9 1	1,974 18 6	741 7 6	508 4 0	54 0 6	-	-	233 8 4	8,471 13 2	1,692 15 3	121 14 3



COUNTY OF YORK.

NAMES OF DIVISIONS, &c.	BALANCE, 25th March 1874.		RECEIPTS.								M La
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.			
Returns.											
EAST RIDING.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	
Bainton Beacon - - 36	613 5 0	58 11 9	5,329 18 11	103 12 0	- - -	- - -	222 17 10	5,656 8 9	1,687		
Buckrose - - - 44	556 4 9	36 13 4	3,506 2 10	127 2 2	7 0 0	- - -	62 2 6	3,702 7 6	1,514		
Dickering - - - 36	735 0 3	58 11 6	4,078 18 3	- - -	- - -	- - -	109 19 2	4,188 17 5	1,672		
Holderness, Middle - 32	443 19 8	63 2 5	2,465 1 11	- - -	- - -	- - -	164 1 7	2,629 3 6	663		
Holderness, North - 27	202 9 1	30 2 11	1,450 4 11	7 5 6	17 5 3	- - -	138 13 6	1,613 9 2	464		
Holderness, South - 26	272 15 8	81 8 7	1,640 7 1	- - -	- - -	- - -	316 6 8	1,956 13 9	623		
Holme Beacon - - 19	310 11 11	18 14 1	2,517 13 5	25 18 6	4 4 0	7 5 0	108 19 5	2,664 0 4	651		
Howdenshire - - 42	439 8 0	56 18 11	2,847 3 8	- - -	- - -	- - -	31 10 5	2,878 14 1	576		
Hunsley-Beacon, North 24	266 12 3	81 7 8	2,032 2 0	- - -	- - -	- - -	161 4 1	2,193 6 1	611		
Hunsley-Beacon, South 24	582 16 6	307 9 3	3,398 0 1	208 2 4	- - -	- - -	140 0 1	3,746 2 6	1,097		
Ouse and Derwent - 25	438 6 10	5 14 7	4,130 4 1	- - -	- - -	- - -	66 10 2	4,196 14 3	1,133		
Wilton-Beacon - - 41	324 5 6	23 13 0	3,369 4 10	157 16 9	27 13 6	- - -	125 8 3	3,680 3 4	996		
NORTH RIDING.											
Hallikeld - - - 1	1 5 7	- - -	128 18 10	8 10 6	- - -	- - -	- - -	137 9 4	65		
WEST RIDING.											
Agbrigg, Lower - - 28	897 19 2	146 19 2	7,487 18 1	281 17 8	11 12 0	483 14 8	236 8 8	8,501 11 1	2,908		
Agbrigg, Upper - - 4	14 12 8	- - -	877 18 9	83 9 10	7 7 2	- - -	5 0 6	973 16 3	397		
Ainsty, East - - - 17	213 18 0	83 12 1	1,603 8 9	- - -	- - -	- - -	114 12 6	1,718 1 3	466		
Barkston Ash, Lower - 24	496 5 0	75 13 5	3,742 2 0	- - -	- - -	24 5 3	86 4 5	3,852 11 8	1,206		
Barkston Ash, Upper - 16	395 1 1	57 9 7	2,233 5 4	135 16 11	178 0 0	62 5 0	180 9 10	2,789 17 1	1,025		
Bolton-by-Bowland - 18	124 16 3	16 15 7	863 14 0	193 8 7	260 9 3	- - -	3 10 0	1,321 1 10	524		
Claro - - - 59	588 3 10	41 5 11	3,176 3 6	54 4 6	27 2 0	74 17 0	212 16 7	3,545 3 7	1,732		
Dewsbury - - - 4	95 19 1	- - -	1,990 4 3	- - -	- - -	8 7 8	4 17 0	2,003 8 11	735		
Ewcross - - - 6	23 7 2	33 10 0	355 1 0	- - -	- - -	109 4 0	66 19 0	531 4 0	230		
Keighley - - - 2	119 18 11	- - -	794 3 1	- - -	- - -	- - -	4 6 6	798 9 7	339		
Kirby Malzeard - 11	54 2 7	20 2 7	326 6 3	- - -	- - -	- - -	- - -	326 6 3	229		
Morley, East - - 5	210 14 3	85 8 4	1,006 5 2	- - -	- - -	43 14 10	0 2 6	1,050 2 6	342		
Morley, West - - 13	812 6 3	199 18 6	3,126 0 3	- - -	- - -	75 1 11	17 6 2	3,218 8 4	1,175		
Osgoldcross, Lower - 26	927 17 0	113 10 9	5,161 6 7	182 17 8	- - -	- - -	215 11 3	5,559 15 6	1,618		
Osgoldcross, Upper - 34	700 15 6	42 19 2	3,664 0 6	81 13 0	- - -	46 9 0	99 7 10	3,891 10 4	1,692		
Otley - - - 23	197 12 9	31 7 10	1,644 6 0	198 15 5	2 13 6	47 10 0	59 9 3	1,952 14 2	916		
Ripon - - - 26	193 18 4	10 17 2	870 4 3	- - -	8 10 0	13 12 6	1 13 0	893 19 9	559		
Rotherham - - 39	842 10 2	145 12 7	6,148 13 1	- - -	- - -	164 3 7	174 15 4	6,487 12 0	2,296		
Saddleshworth - - 9	200 5 6	12 3 0	1,546 6 7	- - -	- - -	146 19 1	22 7 9	1,715 13 5	737		
Skyrack - - - 28	972 14 3	32 12 9	6,041 19 5	19 2 0	2 13 8	272 8 10	245 1 1	6,581 5 0	2,387		
Staincliffe, West - 3	32 11 9	- - -	42 5 10	6 0 0	1 15 0	- - -	0 16 1	50 16 11	29		
Staincross - - 26	909 8 6	110 3 5	3,679 7 5	127 18 6	- - -	- - -	32 11 6	3,839 17 5	1,285		
Tadcaster - - - 19	220 8 1	94 1 1	1,403 19 6	41 8 10	- - -	26 2 0	16 6 8	1,487 17 0	556		
Wetherby - - - 25	351 1 11	72 6 6	1,513 15 8	2 16 8	7 3 0	5 9 0	55 11 10	1,584 16 2	730		
842	14,783 9 0	2,248 17 5	96,192 16 1	2,047 17 4	563 8 4	1,611 9 4	3,503 18 11	103,919 10 0	35,885		

## COUNTY OF YORK.

EXPENDITURE.									BALANCE, 25th March 1875.	
	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2 4	2,279 5 6	291 0 3	194 11 0	103 12 0	- -	46 0 0	136 19 11	5,514 8 11	777 19 10	81 6 9
9 10	1,016 10 4	192 6 8	9 18 0	127 2 2	7 0 0	- -	90 12 10	3,661 15 0	605 12 11	45 9 0
1 0	1,281 10 10	360 14 11	- - -	- - -	- - -	- - -	179 19 5	4,374 14 5	560 0 1	69 8 4
13 0	1,414 10 8	105 17 0	1 0 0	- - -	- - -	89 3 8	62 7 10	2,469 15 8	556 6 10	16 1 9
9 8	688 8 11	53 0 1	10 0 0	7 5 6	17 5 3	- - -	20 9 4	1,542 10 4	287 5 3	44 0 3
8 11	618 2 6	97 13 10	7 0 0	- - -	- - -	206 0 0	61 14 9	1,711 7 8	460 16 4	24 3 2
7 8	1,252 8 8	124 0 7	21 9 6	25 18 6	4 4 0	209 8 0	15 2 5	2,650 3 10	314 10 4	8 16 0
5 6	1,558 0 7	156 4 1	10 0 0	- - -	- - -	34 7 1	62 4 9	2,744 14 9	532 5 5	15 17 0
4 7	843 16 4	137 18 9	2 0 0	- - -	- - -	171 0 0	12 15 1	2,234 1 10	293 4 5	148 15 7
3 3	1,769 18 3	142 17 6	76 0 0	208 2 4	- - -	58 15 6	81 12 9	3,857 12 11	355 4 7	191 7 9
6 9	1,858 13 5	239 14 6	70 7 0	- - -	- - -	182 16 0	174 14 8	4,124 7 1	565 4 5	60 5 0
8 0	1,830 7 10	112 3 7	17 8 0	157 16 9	27 13 6	73 0 0	25 3 9	3,709 4 2	295 16 7	24 4 11
-	64 0 6	- - -	- - -	8 10 6	- - -	- - -	10 4 9	147 18 9	- - -	9 3 10
16 0	3,386 10 10	509 6 4	250 13 0	281 17 8	11 12 0	9 16 0	218 12 2	8,527 12 6	1,095 4 3	370 5 8
5 6	205 16 8	52 15 11	33 0 0	83 9 10	7 7 2	95 14 8	21 3 9	948 6 3	40 2 8	-
4 7	709 10 6	146 10 2	- - -	- - -	- - -	- - -	45 19 11	1,608 0 11	304 10 11	64 4 8
18 9	1,841 0 10	134 10 5	115 0 0	- - -	- - -	73 11 0	42 9 5	3,847 1 2	521 6 7	95 4 6
18 1	612 2 10	126 4 2	34 0 0	135 16 11	178 0 0	144 6 0	351 4 5	2,925 9 3	281 12 10	79 13 6
0 4	96 16 8	23 5 0	50 0 0	193 8 7	260 9 3	- - -	22 15 7	1,374 8 2	121 6 4	66 12 0
1 0	619 8 8	261 19 8	99 0 6	54 4 6	27 2 0	62 11 10	167 10 11	3,467 1 8	738 0 11	113 1 1
0 3	708 15 5	187 9 1	86 5 0	- - -	- - -	- - -	21 16 8	1,989 9 10	162 7 6	52 9 4
8 5	7 0 6	5 19 4	37 3 0	- - -	- - -	- - -	39 2 5	366 9 8	177 17 7	23 6 1
7 6	154 12 9	167 3 1	35 10 0	- - -	- - -	- - -	0 12 9	744 9 6	173 19 0	-
11 3	24 18 9	18 2 4	16 0 0	- - -	- - -	- - -	13 9 5	322 11 9	63 5 7	25 11 1
1 11	208 11 5	176 2 4	52 0 0	- - -	- - -	1 11 6	131 8 8	1,003 5 2	191 14 5	19 11 2
1 3	932 2 0	349 3 4	128 12 0	- - -	- - -	2 0 0	132 14 4	3,163 7 8	727 8 0	59 19 7
18 2	2,621 0 0	267 7 1	222 0 0	182 17 8	- - -	- - -	238 11 9	5,650 6 6	881 0 6	157 5 3
16 3	1,269 3 0	204 11 8	95 9 1	81 13 0	- - -	- - -	221 11 1	4,283 4 1	383 18 5	117 15 10
6 6	394 0 7	42 10 2	78 8 0	198 15 5	2 13 6	- - -	36 6 10	1,806 0 6	331 8 10	18 10 3
3 10	56 18 6	69 11 0	21 0 0	- - -	8 10 0	6 7 1	17 12 11	838 2 0	260 6 4	21 7 5
3 6	1,696 8 4	184 6 10	215 13 6	- - -	- - -	- - -	41 10 3	5,924 3 2	1,290 14 0	30 7 7
9 5	184 7 2	107 5 7	129 0 0	- - -	- - -	3 0 0	356 5 6	1,709 13 2	208 6 3	14 3 6
8 0	2,484 9 1	314 12 6	217 6 0	19 2 0	2 13 8	119 12 0	125 2 8	6,659 11 9	900 17 0	39 2 3
17 0	25 0 4	0 14 7	2 0 0	6 0 0	1 15 0	- - -	0 19 10	76 9 4	6 19 4	-
6 1	1,249 2 4	137 1 3	149 5 0	127 18 6	- - -	- - -	224 6 2	3,988 3 7	810 4 5	159 5 6
2 3	589 2 8	68 0 10	61 0 0	41 8 10	- - -	- - -	68 8 7	1,481 7 10	229 19 8	97 3 6
9 5	227 18 9	125 18 5	30 17 0	2 16 8	7 3 0	197 19 6	44 13 1	1,614 0 4	345 10 9	95 19 6
15 9	36,780 12 11	5,694 2 10	2,488 15 7	2,047 17 4	563 8 4	1,786 19 10	3,518 11 4	103,061 11 1	15,852 9 1	2,459 18 7

NORTH WALES.

COUNTY OF ANGLESEY. - - - - -

NAMES OF DIVISIONS, &c.	BALANCE, 25th March 1874.		RECEIPTS.							Man Labo
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Anglesey, 1st Division 37	137 10 0	198 2 4	1,695 11 6	191 7 7	23 1 8	- -	13 10 0	1,923 10 9	755	
Anglesey, 2d Division 36	155 17 0	128 4 2	1,164 1 1	321 5 4	24 17 2	- -	3 17 6	1,514 1 1	430	
73	293 7 0	326 6 6	2,859 12 7	512 12 11	47 18 10	- -	17 7 6	3,437 11 10	1,185	

COUNTY OF CARNARVON. - - - - -

Bangor	- - - 4	157 5 3	- - -	434 17 9	3 5 0	- - -	- - -	- - -	438 2 9	304
Carnarvon	- - - 11	124 18 0	1 11 3	1,091 7 8	- - -	- - -	- - -	41 3 6	1,132 11 2	697
Conway	- - - 8	61 6 1	35 9 6	324 4 9	33 14 0	3 3 1	- - -	4 12 6	365 14 4	139
Eifionydd	- - - 6	17 1 10	- - -	120 0 8	8 15 9	2 11 1	13 17 1	25 0 7	170 5 2	42
Nant Conway	- - - 6	63 16 2	0 12 11	180 0 9	1 7 6	13 9 0	- - -	22 1 4	216 18 7	78
Pwllheli	- - - 31	91 7 3	17 7 4	546 9 3	683 18 10	115 17 7	- - -	1 16 6	1,348 2 2	257
	66	515 14 7	55 1 0	2,697 0 10	731 1 1	135 0 9	13 17 1	94 14 5	3,671 14 2	1,520

COUNTY OF DENBIGH. - - - - -

Isaled	- - - 49	87 8 1	7 18 2	626 14 6	87 11 11	1 0 4	- - -	0 9 6	715 16 3	397
Llangollen	- - - 1	47 17 11	- - -	219 8 9	- - -	- - -	- - -	- - -	219 8 9	147
Uwchaled	- - - 24	33 10 7	4 19 4	145 9 10	8 3 0	9 0 5	- - -	- - -	162 13 3	93
	74	168 16 7	12 17 6	991 13 1	95 14 11	10 0 9	- - -	0 9 6	1,097 18 3	638

COUNTY OF FLINT. - - - - -

Caerwys	- - - 17	27 10 4	19 2 8	163 12 9	5 15 3	2 4 5	- - -	- - -	171 12 5	47
Hawarden	- - - 15	72 19 9	6 16 10	736 13 10	76 15 6	2 3 6	- - -	- - -	815 12 10	187
Holywell	- - - 12	158 10 9	- - -	840 15 9	- - -	- - -	- - -	- - -	840 15 9	83
Hope	- - - 9	54 16 6	18 12 6	212 18 4	15 18 6	1 8 6	- - -	- - -	230 5 4	112
Maylor	- - - 13	139 0 2	21 14 4	811 6 10	59 0 6	- - -	- - -	1 0 0	871 7 4	478
Mold	- - - 12	168 18 9	20 16 11	837 3 7	28 6 4	- - -	- - -	0 11 0	866 0 11	295
Northop	- - - 17	82 19 1	10 3 11	636 15 3	43 15 6	5 3 0	- - -	- - -	685 13 9	232
Prestatyn	- - - 10	121 16 7	37 12 1	491 7 7	- - -	- - -	- - -	0 6 0	491 13 7	217
Rhuddlan	- - - 18	73 17 0	6 8 9	424 12 5	- - -	- - -	- - -	1 4 0	425 16 5	210
	123	900 8 11	141 8 0	5,155 6 4	229 11 7	10 19 5	- - -	3 1 0	5,398 18 4	1,864



## NORTH WALES.

## - COUNTY OF ANGLESEY.

EXPENDITURE.									BALANCE, 25th March 1875.	
Team bour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 7	482 7 8	55 3 1	173 4 6	191 7 7	23 1 8	- -	33 2 7	1,858 7 8	132 12 6	128 1 9
15 6	347 5 3	44 3 3	138 19 4	321 5 4	24 17 2	3 0 0	67 10 10	1,483 19 3	240 7 7	182 12 11
16 -1	829 12 11	99 6 4	312 3 10	512 12 11	47 18 10	3 0 0	100 13 5	3,342 6 11	373 0 1	310 14 8

## - COUNTY OF CARNARVON.

3 6	- - -	10 13 5	110 0 0	3 5 0	- - -	- - -	14 19 8	481 3 2	115 18 11	1 14 1
17 5	70 8 11	30 7 11	31 0 0	- - -	- - -	- - -	255 3 9	1,149 4 5	117 16 5	11 2 11
7 6	48 17 2	2 18 9	49 14 0	33 14 0	3 3 1	- - -	83 1 3	411 13 1	21 3 3	41 5 5
18 4	3 13 6	1 19 0	14 1 6	8 15 9	2 11 1	0 12 10	5 11 3	156 1 6	31 5 6	—
7 0	5 5 0	- - -	10 10 0	1 7 6	13 9 0	109 10 8	3 14 6	239 15 6	40 6 4	—
17 2	26 6 8	4 2 10	121 17 6	683 18 10	115 17 7	0 11 1	30 1 8	1,344 4 1	95 1 11	17 3 11
10 11	154 11 3	50 1 11	337 3 0	731 1 1	135 0 9	110 14 7	392 12 1	3,782 1 9	421 12 4	71 6 4

## - COUNTY OF DENBIGH.

7 11	115 16 11	4 2 9	- - -	87 11 11	1 0 4	2 9 4	25 16 10	710 9 2	108 8 1	23 11 1
9 6	82 13 6	6 9 2	5 13 7	- - -	- - -	- - -	- - -	265 4 3	2 2 5	—
8 6	6 5 0	0 5 6	3 3 0	8 3 0	9 0 5	- - -	16 12 5	158 9 5	34 17 6	2 2 5
5 11	204 15 5	10 17 5	8 16 7	95 14 11	10 0 9	2 9 4	42 9 3	1,134 2 10	145 8 0	25 13 6

## - COUNTY OF FLINT.

19 0	40 0 8	1 17 5	11 17 9	5 15 3	2 4 5	39 18 0	6 16 9	180 18 8	25 8 4	26 6 11
19 10	189 18 7	16 5 6	45 2 0	76 15 6	2 3 6	217 4 6	32 15 9	804 14 1	92 16 2	15 14 6
11 2	70 11 8	- - -	27 7 2	- - -	- - -	612 5 2	38 17 8	876 12 9	122 17 10	0 4 1
19 0	28 1 3	11 5 1	21 1 0	15 18 6	1 8 6	25 16 3	18 0 8	246 15 9	24 15 4	5 1 9
5 7	54 5 11	58 9 8	39 0 0	59 0 6	- - -	15 0 0	24 13 6	878 1 3	123 5 1	12 13 2
12 8	87 14 9	15 0 11	32 18 1	28 6 4	- - -	226 11 4	32 14 7	846 2 6	171 15 5	3 15 2
8 6	58 0 9	8 4 1	6 0 0	43 15 6	5 3 0	254 10 5	11 0 3	671 19 10	98 13 11	12 4 10
0 5	59 12 8	0 12 3	- - -	- - -	- - -	34 1 11	14 9 10	480 18 7	126 7 7	31 8 1
1 10	52 16 7	1 4 7	- - -	- - -	- - -	32 6 9	8 4 9	433 0 0	60 10 3	0 5 7
18 0	641 2 10	112 19 6	183 6 0	229 11 7	10 19 5	1,457 14 4	187 13 9	5,419 3 5	846 9 11	107 14 1

COUNTY OF MERIONETH.

NAMES OF DIVISIONS, &c.	BALANCE, 25th March 1874.		RECEIPTS.							Manu Labo
	In Hand.	Overspent.	Rates or Assessments.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	From Turnpike Trusts.	Other Receipts.	TOTAL RECEIPTS.		
Returns.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	
Ardudwy-is-Artro* - 2	8 6 9	- -	25 15 3	- -	- -	- -	- -	25 15 3	23	
Ardudwy-uwch-Artro 10	55 18 7	27 2 11	504 19 4	- -	- -	3 7 6	3 11 9	511 18 7	281 1	
Edernion - - - 31	19 7 5	14 7 0	231 11 11	17 7 0	10 1 1	- -	0 0 6	259 0 6	88 1	
Estimaner - - - 8	8 4 9	3 10 10	61 4 11	2 15 5	5 6 4	- -	- -	69 6 8	32 1	
Penllyn - - - 24	42 18 3	1 14 7	161 12 4	3 5 6	6 12 0	- -	0 16 6	172 6 4	126 1	
Talybont and Mowddy† —	—	—	—	—	—	—	—	—	—	
75	134 15 9	46 15 4	985 3 9	23 7 11	21 19 5	3 7 6	4 8 9	1,038 7 4	553 1	

\* For the year ending 25th March 1874.

† No Return can be obtained. The parish roads are very much neglected.

COUNTY OF MERIONETH.

EXPENDITURE.									BALANCE, 25th March 1875.	
Team bour.	Materials.	Tradesmen's Bills.	Salaries.	Team Labour performed in lieu of Rates.	Other Work performed in lieu of Rates.	To Turnpike Trusts.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
0 0	- - -	0 10 1	- - -	- - -	- - -	- - -	2 16 0	27 7 4	6 14 8	—
18 0	- - -	8 3 0	58 4 10	- - -	- - -	46 16 0	3 12 8	442 14 1	100 13 7	2 13 5
19 0	4 15 3	7 3 11	0 7 6	17 7 0	10 1 1	54 16 3	9 4 0	213 7 0	67 10 3	16 16 4
18 6	0 0 9	0 6 3	10 5 0	2 15 5	5 6 4	- - -	3 5 4	66 15 5	7 16 8	0 11 6
4 3	0 18 0	1 11 6	- - -	3 5 6	6 12 0	- - -	7 5 8	183 16 0	41 2 1	11 8 1
—	—	—	—	—	—	—	—	—	—	—
19 9	5 14 0	17 14 9	68 17 4	23 7 11	21 19 5	101 12 3	26 3 8	933 19 10	223 17 3	31 9 4



II.—ABSTRACT of the GENERAL STATEMENTS of the RECEIPTS and EXPENDITURE on account of the highways formed under the Acts 25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the year ending

## ENGLAND.

Rateable Value.	NAMES OF COUNTIES.	No. of Districts.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
				Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£				M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s.
521,720	BEDFORDSHIRE - -	5	137	736 0	145 3	1,886 0 5	1,449 3 8	16,899 0 6	23 14
404,207	BERKSHIRE - -	7	110	568 0	40 7	2,251 2 8	291 16 1	13,186 13 0	122 16
—	BUCKINGHAMSHIRE - -	—	—	—	—	—	—	—	—
128,708	CAMBRIDGESHIRE - -	1	42	158 3	33 6	226 19 0	195 11 10	6,344 0 0	102 2
1,473,683	CHESHIRE - -	12	418	1,921 1	142 7	9,179 14 3	2,096 3 5	37,077 2 10	38 11
926,381	CORNWALL - -	18	197	3,362 0	129 7	3,404 4 3	1,151 2 11	34,791 9 5	223 11
728,152	CUMBERLAND - -	7	220	1,448 4	84 1	2,352 18 11	1,130 13 6	12,092 6 8	- -
—	DERBYSHIRE - -	—	—	—	—	—	—	—	—
1,682,754	DEVONSHIRE - -	25	428	5,845 3	233 6	5,426 13 8	1,907 10 3	48,873 13 0	816 19
749,403	DORSETSHIRE - -	9	293	1,684 3	113. 1	2,718 2 7	1,081 15 4	19,277 15 6	10 15
1,843,773	DURHAM - -	10	267	1,202 5	260 4	6,393 18 7	1,591 15 6	40,427 0 11	50 0
836,232	ESSEX - -	8	199	1,490 7	102 6	5,744 16 8	592 7 11	18,254 6 5	- -
1,229,146	GLOUCESTERSHIRE - -	21	318	2,036 1	319 5	6,784 4 5	1,483 7 6	45,245 16 10	1,639 18
1,174,799	HAMPSHIRE - -	23	308	3,126 7	219 3	4,933 8 9	762 1 0	21,016 15 1	118 13
806,821	HEREFORDSHIRE - -	10	247	1,409 5	361 7	3,976 17 4	1,878 4 10	33,091 13 11	6 16
640,869	HERTFORDSHIRE - -	7	122	1,060 5	90 7	3,052 14 7	680 9 10	14,511 19 7	165 14
354,071	HUNTINGDONSHIRE - -	5	99	387 7	101 0	1,511 17 8	523 19 4	12,486 0 0	618 15
2,119,141	KENT - -	18	376	3,508 7	335 4	11,776 9 11	3,704 16 2	74,401 0 11	339 3
706,286	LANCASHIRE - -	8	105	1,098 5	72 5	6,682 15 1	2,487 6 3	32,269 8 5	202 10
807,846	LEICESTERSHIRE - -	9	328	1,670 4	114 9	2,451 15 3	2,121 7 4	29,512 5 9	1,642 5
161,871	LINCOLNSHIRE - -	2	49	304 7	1 4	2,068 18 5	713 15 0	11,088 9 2	- -
147,853	MIDDLESEX - -	1	8	94 1	18 0	1,387 19 11	1,215 14 2	8,293 0 0	- -
370,526	MONMOUTHSHIRE - -	8	136	885 2	71 6	1,288 14 3	953 9 1	11,193 17 4	- -
—	NORFOLK - -	—	—	—	—	—	—	—	—
1,171,140	NORTHAMPTONSHIRE - -	10	322	1,401 2	196 3	4,592 9 3	1,928 0 7	38,450 15 0	80 6
645,717	NORTHUMBERLAND - -	9	313	1,186 1	114 0	3,138 7 8	529 19 11	15,709 4 1	- -
913,318	NOTTINGHAMSHIRE - -	8	282	1,263 1	125 1	6,627 5 8	1,210 5 6	24,844 7 6	108 9
768,246	OXFORDSHIRE - -	9	301	1,282 3	86 3	5,030 19 4	763 19 1	22,956 16 8	186 11
—	RUTLANDSHIRE - -	—	—	—	—	—	—	—	—
1,198,270	SHROPSHIRE - -	13	230	2,293 5	277 2	4,813 10 10	1,368 2 4	24,822 15 3	61 10
2,049,805	SOMERSETSHIRE - -	19	484	3,663 4	331 4	7,355 5 9	1,761 10 4	58,326 4 7	383 10
—	STAFFORDSHIRE - -	—	—	—	—	—	—	—	—
492,034	SUFFOLK - -	4	159	975 2	60 5	2,027 13 4	528 2 1	9,335 16 0	- -
937,069	SURREY - -	11	111	1,242 4	139 3	6,134 17 4	1,372 7 10	31,114 19 8	- -
211,739	SUSSEX - -	3	36	360 0	39 6	1,330 11 8	419 13 10	10,128 0 0	14 6
234,743	WARWICKSHIRE - -	4	79	455 4	86 2	1,006 9 3	285 17 3	7,166 2 0	- -
—	WESTMORLAND - -	—	—	—	—	—	—	—	—
1,312,962	WILTSHIRE - -	13	335	2,345 1	475 4	4,411 18 6	3,280 9 6	42,680 6 7	285 4
603,093	WORCESTERSHIRE - -	8	173	1,054 4	250 2	2,853 19 6	604 3 9	18,918 13 6	87 17
2,172,445	YORKSHIRE - -	20	675	3,835 6	271 3	10,639 12 11	3,366 8 10	59,501 17 9	281 9

## NORTH WALES.

10,919	ANGLESEY - -	1	1	47 0	- -	6 10 9	- - -	240 0 0	- -
—	CARNARVONSHIRE - -	—	—	—	—	—	—	—	—
350,264	DENBIGHSHIRE - -	5	74	1,050 6	22 7	1,107 19 2	493 15 9	8,158 9 2	- -
—	FLINTSHIRE - -	—	—	—	—	—	—	—	—
—	MERIONETHSHIRE - -	—	—	—	—	—	—	—	—
314,838	MONTGOMERYSHIRE - -	4	63	997 6	- -	1,000 10 6	468 6 6	10,104 15 3	1,275 7
31,200,844	TOTAL - -	355	3,045	57,454 6	5,470 7	147,578 8 0	46,393 14 0	922,792 18 3	8,886 19

Several PARISHES, &c. in ENGLAND and NORTH WALES, so far as the same are included in the DISTRICTS year ending 31st December 1875, pursuant to the 28th Section of the 25th & 26th Victoria, Cap. 61.

# ENGLAND.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	163 15 0	17,086 9 6	3,110 13 1	2,243 8 6	5,470 7 10	445 5 7	- - -
- - -	157 8 11	13,466 18 9	3,446 2 4	1,781 12 4	4,323 2 3	358 13 7	- - -
- - -	-	-	-	-	-	-	-
- - -	26 9 0	6,472 11 5	1,031 19 3	1,164 12 10	2,065 1 2	128 3 11	- - -
- - -	841 17 4	37,957 11 10	12,353 17 1	5,062 0 9	10,314 3 8	619 3 0	24 12 0
- - -	395 3 2	35,410 3 10	14,993 11 1	5,605 3 8	5,774 17 2	589 6 3	17 12 10
- - -	872 0 3	12,964 6 11	6,647 6 1	766 2 1	857 19 5	389 4 1	117 9 7
- - -	-	-	-	-	-	-	-
- - -	608 0 0	50,298 12 9	25,546 16 3	3,395 13 8	5,407 0 3	1,562 9 11	15 12 2
- - -	267 12 6	19,556 3 0	6,322 15 6	3,168 14 7	2,676 18 3	493 1 7	12 16 8
- - -	919 13 7	41,396 14 6	10,999 6 6	5,246 12 0	8,385 0 11	303 0 1	40 0 0
- - -	640 7 9	18,894 14 2	3,892 15 0	3,943 19 9	5,745 18 1	758 11 1	- - -
468 0 0	646 0 10	47,999 16 0	13,553 4 11	4,248 5 4	5,743 19 10	879 18 1	218 1 1
- - -	446 0 5	21,581 9 3	6,015 5 9	3,887 3 4	2,296 10 11	1,506 6 10	501 6 10
400 0 0	619 16 8	34,118 6 7	6,888 11 3	3,664 14 1	4,208 1 2	231 1 5	183 5 10
- - -	378 8 1	15,056 2 4	4,119 11 10	1,416 16 0	3,478 13 5	1,108 8 5	3 3 0
450 0 0	1,282 11 5	14,887 6 7	2,194 12 11	1,884 8 10	4,395 18 7	836 16 10	38 5 3
400 0 0	907 16 9	76,048 1 2	18,485 10 1	10,391 17 11	17,869 15 4	2,129 18 8	312 15 2
- - -	406 7 9	32,878 6 2	8,636 16 10	4,304 5 3	6,934 5 4	799 14 1	88 13 1
- - -	812 6 5	31,966 17 11	5,978 15 9	4,169 9 2	11,483 9 7	879 17 4	36 19 0
- - -	35 14 6	11,124 3 8	2,485 8 8	1,581 0 8	6,348 9 1	112 16 10	- - -
- - -	2,007 12 8	10,300 12 8	986 10 3	918 16 9	1,864 1 8	189 4 7	506 9 10
250 0 0	77 1 8	11,520 19 0	4,267 14 2	1,409 7 11	1,185 11 8	222 7 0	20 6 10
- - -	-	-	-	-	-	-	-
- - -	283 12 1	38,814 13 6	9,269 7 10	4,894 19 3	11,416 7 0	1,968 0 10	17 8 0
- - -	4 15 6	15,713 19 7	4,563 8 9	1,146 2 4	4,036 10 11	180 9 2	- - -
846 18 6	736 13 3	26,536 8 4	8,025 7 10	3,927 7 6	7,053 12 4	1,269 11 5	1 18 10
- - -	296 14 6	23,440 2 2	11,071 17 3	1,551 5 4	3,760 1 11	446 9 1	- - -
- - -	-	-	-	-	-	-	-
- - -	474 14 5	25,359 0 4	7,617 12 10	3,004 0 11	4,241 3 2	478 5 11	47 12 4
- - -	729 0 2	59,438 14 9	19,351 18 1	5,795 14 11	8,783 19 4	1,075 16 4	33 18 0
- - -	-	-	-	-	-	-	-
- - -	134 3 3	9,469 19 3	2,039 7 7	981 11 0	4,220 11 4	349 18 1	- - -
400 0 0	873 9 9	32,388 9 5	6,674 10 2	3,744 11 2	9,276 15 7	978 11 7	101 19 7
- - -	3 7 0	10,145 13 4	1,886 11 2	1,289 14 10	2,021 18 7	435 15 7	- - -
- - -	53 4 6	7,219 6 6	1,794 4 3	849 1 10	1,358 9 3	360 11 4	- - -
- - -	-	-	-	-	-	-	-
1,225 0 0	833 7 0	45,023 18 3	10,955 7 8	4,509 17 10	6,788 17 5	835 15 2	53 10 0
- - -	392 9 3	19,398 19 11	3,654 3 0	2,092 4 8	3,212 13 8	319 16 9	- - -
300 0 0	1,620 4 9	61,703 11 6	21,956 2 11	7,860 11 10	17,876 9 7	2,091 3 3	17 15 7

(Continued on page 32.)

# NORTH WALES.

- - -	- - -	240 0 0	115 19 6	51 3 6	6 15 11	10 5 3	- - -
- - -	-	-	-	-	-	-	-
- - -	19 4 6	8,177 13 8	3,682 3 8	1,153 17 9	793 18 2	124 14 4	- - -
- - -	-	-	-	-	-	-	-
- - -	-	-	-	-	-	-	-
300 0 0	65 11 0	11,745 13 7	4,255 7 10	1,144 6 3	759 11 8	200 14 10	9 9 5
5,039 18 6	19,032 15 7	955,752 12 1	278,870 14 11	114,250 16 4	202,437 1 5	25,169 8 1	2,421 0 11

ABSTRACT of the General Statements of the Receipts and Expenditure on account of the several Parishes of the 25th & 26th Victoria, Cap. 61., and the 27th & 28th Victoria, Cap. 101., for the Year ending

## ENGLAND.

NAMES OF COUNTIES.	EXPENDITURE—continued.					
	Charges on the Common Fund.					
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
BEDFORDSHIRE - - - -	41 5 2	46 10 0	- - -	2,871 13 0	1,265 0 0	114 2 0
BERKSHIRE - - - -	72 8 8	287 0 0	1,298 8 4	1,385 8 10	965 9 5	118 1 11
BUCKINGHAMSHIRE - - -	—	—	—	—	—	—
CAMBRIDGESHIRE - - -	- - -	- - -	404 14 0	430 9 6	205 0 0	30 2 4
CHESHIRE - - - -	590 13 4	15 16 6	500 6 10	4,966 2 7	2,688 1 8	600 5 0
CORNWALL - - - -	967 8 4	350 0 0	367 10 0	3,026 15 5	2,666 17 10	978 17 3
CUMBERLAND - - - -	893 17 0	- - -	- - -	566 2 1	1,029 2 8	446 15 7
DERBYSHIRE - - - -	—	—	—	—	—	—
DEVONSHIRE - - - -	1,914 14 11	1,541 6 6	2,366 19 2	2,928 12 1	3,718 0 0	385 14 10
DORSETSHIRE - - - -	881 15 10	112 6 3	943 16 3	1,836 4 2	1,837 10 0	361 10 4
DURHAM - - - -	1,625 19 7	- - -	219 7 5	11,778 0 10	2,590 3 8	1,115 15 4
ESSEX - - - -	612 17 0	- - -	- - -	2,336 13 0	1,857 8 6	212 6 8
GLOUCESTERSHIRE - - -	812 18 1	132 6 6	3,692 1 9	15,332 0 7	3,478 0 0	708 11 6
HAMPSHIRE - - - -	228 0 0	119 12 7	413 16 11	2,643 7 10	3,034 8 6	399 9 10
HEREFORDSHIRE - - -	110 9 11	382 16 5	1,865 13 0	11,336 7 2	2,180 16 4	208 17 8
HERTFORDSHIRE - - -	831 8 3	48 2 0	- - -	2,408 11 9	1,727 15 10	108 9 8
HUNTINGDONSHIRE - - -	563 12 5	92 10 0	424 2 6	2,616 17 3	770 0 0	79 10 3
KENT - - - -	1,039 17 0	816 0 3	1,147 4 8	12,975 19 1	5,208 5 0	1,108 15 10
LANCASHIRE - - - -	170 19 11	45 0 0	480 2 0	7,005 18 11	1,780 0 0	299 14 7
LEICESTERSHIRE - - -	723 0 6	- - -	- - -	2,797 9 0	2,160 10 0	267 5 10
LINCOLNSHIRE - - - -	- - -	- - -	- - -	26 7 0	430 0 0	39 16 8
MIDDLESEX - - - -	- - -	- - -	- - -	4,342 2 9	452 10 0	60 18 9
MONMOUTHSHIRE - - -	1,070 4 9	645 15 0	- - -	895 15 8	1,131 5 0	197 14 8
NORFOLK - - - -	—	—	—	—	—	—
NORTHAMPTONSHIRE - - -	699 9 11	619 7 4	299 12 10	7,277 17 9	2,495 0 0	181 14 9
NORTHUMBERLAND - - -	1,061 18 5	1,899 0 4	150 10 1	1,353 5 0	1,061 7 11	156 16 2
NOTTINGHAMSHIRE - - -	1,105 14 4	216 18 6	446 17 9	4,083 11 6	1,508 14 0	196 11 2
OXFORDSHIRE - - - -	- - -	229 13 3	460 7 11	3,306 0 10	1,975 0 0	406 12 0
RUTLANDSHIRE - - - -	—	—	—	—	—	—
SHROPSHIRE - - - -	616 6 4	437 19 5	774 13 10	4,963 13 0	2,286 15 0	320 6 2
SOMERSETSHIRE - - - -	1,552 18 3	1,442 9 5	1,688 11 4	13,014 3 2	4,328 8 4	541 6 5
STAFFORDSHIRE - - - -	—	—	—	—	—	—
SUFFOLK - - - -	268 14 6	- - -	123 10 4	582 7 10	950 0 0	143 8 3
SURREY - - - -	1,694 17 8	- - -	- - -	5,353 2 2	2,791 15 0	1,167 5 5
SUSSEX - - - -	- - -	- - -	1,520 5 7	1,360 19 5	580 0 0	95 13 9
WARWICKSHIRE - - - -	- - -	97 10 0	- - -	1,753 19 10	707 0 0	77 13 2
WESTMORLAND - - - -	—	—	—	—	—	—
WILTSHIRE - - - -	1,216 16 10	291 1 0	1,805 18 1	12,506 4 9	2,995 15 0	479 2 4
WORCESTERSHIRE - - -	386 14 11	291 4 4	298 2 1	6,048 5 10	1,759 12 0	206 4 1
YORKSHIRE - - - -	916 8 11	346 10 5	737 8 0	5,894 6 4	3,514 12 4	862 0 3

## NORTH WALES.

ANGLESEY - - - -	- - -	- - -	- - -	- - -	53 16 0	- - -
CARNARVONSHIRE - - -	—	—	—	—	—	—
DENBIGHSHIRE - - - -	643 10 0	118 3 8	192 4 0	895 13 9	850 0 0	244 19 10
FLINTSHIRE - - - -	—	—	—	—	—	—
MERIONETHSHIRE - - -	—	—	—	—	—	—
MONTGOMERYSHIRE - - -	246 15 8	784 1 0	2,571 12 1	- - -	790 7 8	727 10 0
TOTAL - - - -	23,561 16 5	11,409 0 8	25,193 16 9	162,400 9 8	69,829 2 8	13,650 0 0



in England and North Wales, so far as the same are included in the Districts formed under the Acts of 1875, pursuant to the 23th Section of the 25th & 26th Victoria, Cap. 61—continued.

# ENGLAND.

				BALANCE, 31st December 1875.		DEBTS.		
Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	179 13 0	15,787 18 2	2,584 19 11	849 11 10	-	-	-
101 6 3	137 10 0	13 15 10	14,288 19 9	1,643 0 8	505 15 1	1,957 10 0	5	-
-	-	-	-	-	-	-	-	-
10 2 2	70 0 0	14 15 0	5,555 0 2	950 8 8	1 10 3	165 0 0	4½	-
- - -	- - -	99 8 3	37,824 10 8	9,681 1 10	2,474 9 10	283 18 3	5½	16 2 8
4 15 5	17 4 7	419 15 5	35,779 15 3	3,162 2 6	1,278 12 7	78 3 5	5	-
8 2 0	30 0 0	113 0 4	11,865 0 11	3,593 14 1	1,272 2 8	150 0 0	4½	-
-	-	-	-	-	-	-	-	-
55 1 10	89 17 4	117 14 11	49,045 13 10	6,348 8 10	1,576 6 6	1,231 15 4	4½	-
42 8 5	80 0 0	172 4 1	18,942 1 11	3,179 0 3	928 11 11	710 0 0	5½	-
50 0 11	114 10 0	176 13 0	42,644 10 3	5,336 19 2	1,782 11 10	935 0 0	5	-
90 0 0	90 0 0	65 10 4	19,605 14 5	5,296 18 9	855 10 3	1,530 0 0	5	-
16 0 7	10 0 0	419 5 9	49,244 14 0	5,630 11 5	1,574 12 6	568 0 0	4½	-
3 17 1	- - -	110 7 10	21,159 14 3	5,598 6 10	1,005 4 1	-	-	-
- - -	- - -	137 18 11	31,398 13 2	5,839 13 7	1,021 7 8	400 0 0	9	-
19 16 7	20 0 0	217 17 7	15,508 14 4	2,938 17 3	1,019 4 6	380 0 0	5	-
148 2 11	224 5 6	141 16 7	13,910 19 10	2,439 4 2	524 19 1	3,190 7 0	5	-
82 12 2	117 10 0	1,765 16 6	73,451 17 8	13,196 13 10	2,528 16 7	1,952 10 0	5	-
443 5 10	491 4 3	421 9 3	31,901 9 4	6,436 11 10	1,264 6 2	8,581 10 0	5	-
60 13 0	117 13 1	25 16 6	28,700 18 9	5,425 11 0	1,829 3 11	1,106 15 0	5	-
- - -	- - -	59 13 8	11,083 12 7	1,705 0 5	309 5 11	-	-	-
- - -	- - -	40 6 8	9,361 1 3	1,240 13 9	128 16 7	-	-	-
62 10 8	104 10 0	88 16 7	11,301 19 11	1,592 9 8	1,038 5 5	1,133 10 0	5	-
-	-	-	-	-	-	-	-	-
20 14 4	42 10 0	81 2 8	39,283 12 6	4,457 9 7	2,261 19 11	765 0 0	4½	-
- - -	- - -	513 12 6	16,123 1 7	3,006 8 7	807 2 10	-	-	-
37 13 6	79 0 6	256 1 3	28,209 0 5	5,418 9 1	1,674 1 0	767 18 0	5	-
- - -	- - -	12 6 4	23,219 13 11	5,229 17 2	742 8 8	-	-	-
-	-	-	-	-	-	-	-	-
31 10 0	90 0 0	27 7 7	24,937 6 6	4,513 10	1,003 13 10	400 0 0	4½	-
85 19 3	145 0 0	245 3 1	58,085 5 11	8,461 1 10	1,513 17 7	1,537 10 0	5	-
-	-	-	-	-	-	-	-	-
43 19 2	104 15 0	9 5 9	9,817 9 0	1,767 0 11	614 19 5	715 0 0	5	-
269 16 10	289 5 9	504 8 1	32,846 19 0	5,886 11 0	1,582 11 1	4,940 14 3	5	-
108 10 5	176 0 0	17 16 4	9,493 5 8	1,772 9 0	209 3 6	2,024 0 0	5	-
6 8 9	10 0 0	18 9 1	7,033 7 6	1,209 0 6	302 9 6	120 0 0	5	-
-	-	-	-	-	-	-	-	-
76 1 5	287 10 0	70 14 11	42,872 12 5	6,241 19 4	2,959 4 6	2,259 10 0	4½	-
69 14 8	245 0 0	111 7 0	18,695 3 0	3,251 1 3	297 8 7	1,567 0 0	5	36 10 3
138 19 11	272 17 2	309 17 3	62,795 3 9	9,882 13 6	3,701 1 8	3,633 10 11	5	-

# NORTH WALES.

- - -	- - -	7 4 0	250 4 2	- - -	3 13 5	-	-	-
- - -	- - -	-	-	-	-	-	-	-
- - -	- - -	17 12 9	8,216 17 11	1,069 0 5	494 1 3	-	-	-
- - -	- - -	-	-	-	-	-	-	-
- - -	- - -	-	-	-	-	-	-	-
- - -	- - -	174 8 2	11,664 4 8	1,388 17 10	775 4 11	300 0 0	3½	1 13 11
088 4 1	3,456 3 2	7,178 12 9	941,916 8 4	157,736 4 7	42,715 6 10	43,389 2 2	-	54 6 10

## ENGLAND.

## COUNTY OF BEDFORD.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
112,006	Bedford - - -	23	134 2	48 7	627 0 8	101 18 6	3,525 0 0	9 17 8
124,257	Biggleswade - - -	33	124 6	44 2	611 15 4	394 14 9	3,022 0 0	- - -
76,593	Bletsoe - - -	26	108 2	12 2	120 6 2	128 5 0	2,797 0 6	13 16 4
83,764	Luton - - -	20	160 2	9 0	130 8 3	381 17 4	3,355 0 0	- - -
125,100	Woburn - - -	35	208 4	31 0	396 10 0	442 8 1	4,200 0 0	- - -
521,720		137	736 0	145 3	1,886 0 5	1,449 3 8	16,899 0 6	23 14 0

## COUNTY OF BERKS.

81,867	Abingdon - - -	31	83 7	19 2	244 11 3	230 16 1	3,042 10 0	- - -
29,238	Easthampstead - - -	4	72 0	2 6	211 15 4	8 12 4	597 0 0	- - -
105,405	Faringdon - - -	25	118 0	1 6	1,105 12 4	22 2 6	5,287 10 0	- - -
32,861	Isley - - -	10	70 0	4 5	86 7 9	13 3 7	876 0 0	- - -
48,210	Moreton - - -	14	54 2	5 6	259 3 7	0 18 6	1,008 3 0	122 16 10
68,150	Wantage - - -	18	66 7	1 2	221 19 7	4 16 4	2,110 0 0	- - -
38,476	Wokingham - - -	8	103 0	5 4	121 12 10	11 6 9	265 10 0	- - -
404,207		110	568 0	40 7	2,251 2 8	291 16 1	13,186 13 0	122 16 10

## COUNTY OF CAMBRIDGE.

128,708	Arrington and Caxton -	42	158 3	33 6	226 19 0	195 11 10	6,344 0 0	102 2 5
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## COUNTY OF CHESTER.

87,170	Audlem - - -	17	130 6	25 1	472 5 5	112 4 5	1,638 5 0	- - -
73,253	Broxton, East - - -	47	130 1	4 6	110 19 11	223 18 8	1,222 17 0	- - -
67,867	Broxton, West - - -	35	79 3	-	478 10 3	184 0 0	1,090 10 0	- - -
202,299	Bucklow, East - - -	34	249 7	-	1,919 8 7	247 0 6	5,488 0 0	- - -
123,389	Daresbury - - -	33	141 6	9 4	617 2 7	29 4 4	2,464 0 0	- - -
68,647	Eddisbury, East - - -	21	94 4	18 4	420 7 9	38 15 1	1,280 0 0	- - -
109,057	Eddisbury, West - - -	39	157 4	8 4	630 15 7	150 8 9	3,140 10 0	- - -
64,512	Nantwich - - -	10	129 4	13 1	262 5 1	109 4 7	1,610 12 4	- - -
218,530	Northwich - - -	60	243 0	38 3	1,379 15 6	178 4 11	5,370 0 0	- - -
176,976	Prestbury - - -	41	295 6	7 0	1,409 13 11	307 19 10	4,777 18 4	38 11 8
155,466	Stockport and Hyde - -	19	122 1	7 4	707 3 9	115 7 0	4,900 0 0	- - -
126,517	Wirral - - -	62	146 7	10 4	771 5 11	399 15 4	4,094 10 2	- - -
1,473,683		418	1,921 1	142 7	9,179 14 3	2,036 3 5	37,077 2 10	38 11 8

## COUNTY OF CORNWALL.

61,986	Callington - - -	10	265 0	34 5	151 13 6	67 19 9	3,307 10 0	- - -
35,626	Camborne - - -	7	95 0	-	191 16 11	225 2 9	1,530 0 0	- - -
46,572	Camelford - - -	16	203 0	-	68 13 3	20 10 9	2,150 0 0	- - -
62,435	Falmouth - - -	9	164 4	12 2	321 11 3	6 13 11	2,015 0 0	53 7 1
31,730	Helston, North - - -	4	160 0	-	40 10 1	-	1,091 5 0	- - -
35,055	Helston, South - - -	12	160 0	-	99 3 3	107 10 10	1,126 10 0	- - -
45,943	Launceston - - -	15	183 4	8 1	84 7 0	41 17 5	1,365 17 0	- - -
64,233	Liskeard - - -	12	270 7	-	44 0 1	143 17 8	2,286 0 0	- - -
39,844	Penzance - - -	9	85 2	-	67 18 0	94 19 9	1,208 0 0	- - -
49,519	Powder, West - - -	9	184 4	30 0	136 9 10	58 19 0	2,365 0 0	129 6 6

ENGLAND.

COUNTY OF BEDFORD.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	14 10 10	3,549 8 6	536 17 10	510 16 3	702 8 11	51 16 5	- - -
- - -	66 9 8	3,088 9 8	589 12 5	396 8 3	833 13 4	184 16 7	- - -
- - -	26 5 2	2,837 2 0	486 10 11	370 11 8	1,006 8 1	39 15 11	- - -
- - -	39 2 6	3,394 2 6	675 14 3	362 14 0	1,335 0 3	96 8 7	- - -
- - -	17 6 10	4,217 6 10	821 17 8	602 18 4	1,542 17 3	72 8 1	- - -
- - -	163 15 0	17,086 9 6	3,110 13 1	2,243 8 6	5,470 7 10	445 5 7	- - -

COUNTY OF BERKS.

- - -	41 12 0	3,084 2 0	1,068 1 9	334 0 11	506 4 9	38 12 9	- - -
- - -	6 11 2	603 11 2	188 14 7	126 15 5	120 13 11	26 18 2	- - -
- - -	61 6 3	5,348 16 3	974 13 7	608 8 10	2,287 19 7	151 3 8	- - -
- - -	8 17 6	884 17 6	332 6 8	81 2 0	174 14 6	28 1 6	- - -
- - -	24 11 2	1,155 11 0	220 14 2	250 18 8	379 14 7	32 1 3	- - -
- - -	14 10 10	2,124 10 10	479 9 10	375 8 0	809 14 11	41 2 4	- - -
- - -	- - -	265 10 0	182 1 9	4 18 6	44 0 0	40 13 11	- - -
- - -	157 8 11	13,466 18 9	3,446 2 4	1,781 12 4	4,323 2 3	358 13 7	- - -

COUNTY OF CAMBRIDGE.

- - -	26 9 0	6,472 11 5	1,031 19 3	1,164 12 10	2,065 1 2	128 3 11	- - -
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COUNTY OF CHESTER.

- - -	4 0 0	1,642 5 0	440 4 1	98 12 2	536 17 10	53 13 0	- - -
- - -	- - -	1,222 17 0	334 6 1	129 5 7	213 19 9	- - -	- - -
- - -	4 0 0	1,094 10 0	540 15 7	247 16 10	397 6 10	- - -	- - -
- - -	271 16 5	5,759 16 5	2,189 15 11	619 13 7	1,787 2 8	168 9 3	- - -
- - -	9 5 0	2,473 5 0	770 11 0	387 13 1	573 4 1	52 12 2	2 2 10
- - -	12 0 0	1,292 0 0	476 8 9	217 9 1	181 1 3	69 7 7	- - -
- - -	10 10 0	3,151 0 0	1,080 1 4	503 15 9	1,164 7 0	- - -	1 11 6
- - -	- - -	1,610 12 4	410 10 3	189 3 11	484 2 7	41 15 3	- - -
- - -	116 0 10	5,486 0 10	1,934 5 1	665 17 8	1,502 7 7	0 4 0	- - -
- - -	107 19 9	4,924 9 9	1,542 10 0	1,032 3 1	940 13 1	182 16 7	- - -
- - -	298 19 1	5,198 19 1	1,454 6 3	592 13 5	1,629 7 1	50 5 2	- - -
- - -	7 6 3	4,101 16 5	1,210 2 9	377 16 7	903 13 11	- - -	20 17 8
- - -	841 17 4	37,957 11 10	12,353 17 1	5,062 0 9	10,314 3 8	619 3 0	24 12 0

COUNTY OF CORNWALL.

- - -	13 5 3	3,320 15 3	1,168 6 8	555 4 5	203 4 0	22 16 5	- - -
- - -	25 5 0	1,555 5 0	1,070 14 8	62 2 6	86 1 8	6 12 8	17 12 10
- - -	1 2 0	2,151 2 0	900 7 8	248 17 5	299 5 6	20 3 9	- - -
- - -	1 4 7	2,069 11 8	745 5 9	316 8 2	608 15 2	8 14 11	- - -
- - -	- - -	1,091 5 0	541 3 8	200 9 11	31 9 0	7 2 11	- - -
- - -	7 1 8	1,133 11 8	254 5 3	122 19 6	556 8 6	21 19 1	- - -
- - -	7 0 2	1,372 17 2	404 0 6	178 3 5	558 5 9	10 16 11	- - -
- - -	0 15 0	2,286 15 0	1,419 19 0	62 4 6	151 15 9	52 1 10	- - -
- - -	- - -	1,208 0 0	659 9 10	131 14 11	70 2 6	28 16 8	- - -
- - -	109 2 4	2,603 8 10	883 17 4	179 4 3	244 6 0	30 6 7	- - -

(Continued on page 36.)



## ENGLAND.

## COUNTY OF BEDFORD.

## EXPENDITURE—continued.

NAME OF DISTRICT.	Charges on the Common Fund.					
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.	Other Common Charges.
Bedford - - - - -	£ s. d. 23 5 2	£ s. d. - - -	£ s. d. - - -	£ s. d. 1,618 4 2	£ s. d. 260 0 0	£ s. d. 28 0 11
Biggleswade - - - - -	- - -	- - -	- - -	382 18 3	255 0 0	26 12 7
Bletsoe - - - - -	18 0 0	46 10 0	- - -	226 15 3	210 0 0	12 19 6
Luton - - - - -	- - -	- - -	- - -	170 15 6	260 0 0	18 10 0
Woburn - - - - -	- - -	- - -	- - -	472 19 10	280 0 0	27 19 0
	41 5 2	46 10 0	- - -	2,871 13 0	1,265 0 0	114 2 0

## COUNTY OF BERKS.

Abingdon - - - - -	- - -	57 0 0	- - -	920 3 7	220 0 0	16 2 5
Easthampstead - - - - -	- - -	- - -	- - -	44 6 6	93 0 0	2 14 7
Faringdon - - - - -	- - -	- - -	1,298 8 4	47 7 10	230 0 0	38 15 10
Isley - - - - -	- - -	- - -	- - -	149 0 2	80 0 0	2 6 0
Moreton - - - - -	- - -	- - -	- - -	123 2 1	103 6 1	17 17 3
Wantage - - - - -	72 8 8	230 0 0	- - -	61 7 1	150 0 0	29 11 6
Wokingham - - - - -	- - -	- - -	- - -	40 1 7	89 3 4	10 14 4
	72 8 8	287 0 0	1,298 8 4	1,385 8 10	965 9 5	118 1 11

## COUNTY OF CAMBRIDGE.

Arrington and Caxton - - - - -	- - -	- - -	404 14 0	430 9 6	205 0 0	30 2 4
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## COUNTY OF CHESTER.

Audlem - - - - -	0 10 0	- - -	7 2 4	197 8 3	175 0 0	10 16 0
Broxton, East - - - - -	- - -	15 16 6	10 2 6	48 17 9	150 0 0	21 4 7
Broxton, West - - - - -	- - -	- - -	- - -	- - -	180 0 0	31 14 11
Bucklow, East - - - - -	- - -	- - -	- - -	- - -	305 0 0	30 5 3
Daresbury - - - - -	- - -	- - -	- - -	375 6 5	220 0 0	36 1 6
Eddisbury, East - - - - -	- - -	- - -	- - -	98 3 8	163 15 0	10 6 5
Eddisbury, West - - - - -	101 0 4	- - -	- - -	436 0 0	224 0 0	54 4 3
Nantwich - - - - -	- - -	- - -	- - -	352 6 9	195 0 0	14 4 5
Northwich - - - - -	489 3 0	- - -	- - -	1,509 7 0	332 0 0	36 18 9
Prestbury - - - - -	- - -	- - -	483 2 0	274 18 6	250 0 0	122 16 4
Stockport and Hyde - - - - -	- - -	- - -	- - -	1,089 3 3	280 0 0	132 11 5
Wirral - - - - -	- - -	- - -	- - -	584 11 0	213 6 8	99 1 2
	590 13 4	15 16 6	500 6 10	4,966 2 7	2,688 1 8	600 5 0

## COUNTY OF CORNWALL.

Callington - - - - -	259 0 0	- - -	- - -	700 10 4	150 0 0	25 10 1
Camborne - - - - -	- - -	- - -	- - -	- - -	135 0 0	16 14 3
Camelford - - - - -	- - -	- - -	- - -	- - -	115 0 0	716 4 1
Falmouth - - - - -	85 19 11	- - -	- - -	257 0 3	190 0 0	9 19 4
Helston, North - - - - -	95 9 8	- - -	- - -	- - -	115 0 0	4 17 3
Helston, South - - - - -	38 10 6	- - -	- - -	- - -	105 0 0	8 13 10
Launceston - - - - -	- - -	- - -	- - -	223 0 5	150 0 0	21 1 0
Liskeard - - - - -	- - -	- - -	- - -	58 9 6	150 0 0	3 3 0
Penzance - - - - -	- - -	- - -	- - -	132 10 0	135 0 0	11 6 11
Powder, West - - - - -	- - -	- - -	- - -	887 3 6	185 0 0	25 16 5

# ENGLAND.

## COUNTY OF BEDFORD.

Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	BALANCE, 31st December 1875.		DEBTS.		
				In hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	- - -	3,731 9 8	493 19 9	150 18 9	- - -	- - -	- - -
- - -	- - -	95 14 2	2,764 15 7	684 19 5	144 4 9	- - -	- - -	- - -
- - -	- - -	- - -	2,417 11 4	414 17 6	3 5 8	- - -	- - -	- - -
- - -	- - -	80 0 0	3,049 2 7	425 2 8	381 11 10	- - -	- - -	- - -
- - -	- - -	3 18 10	3,824 19 0	566 0 7	219 10 10	- - -	- - -	- - -
- - -	- - -	179 13 0	15,787 18 2	2,584 19 11	849 11 10	- - -	- - -	- - -

## COUNTY OF BERKS.

- - -	- - -	11 15 4	3,172 1 6	186 16 10	261 1 2	- - -	- - -	- - -
- - -	- - -	- - -	603 3 2	211 7 7	7 16 7	- - -	- - -	- - -
101 6 3	137 10 0	- - -	5,875 13 11	566 12 4	10 0 2	1,957 10 0	5	- - -
- - -	- - -	2 0 6	849 11 4	113 15 2	5 4 10	- - -	- - -	- - -
- - -	- - -	- - -	1,127 14 1	291 15 2	5 13 2	- - -	- - -	- - -
- - -	- - -	- - -	2,249 2 4	155 4 9	62 13 0	- - -	- - -	- - -
- - -	- - -	- - -	411 13 5	117 8 10	153 6 2	- - -	- - -	- - -
101 6 3	137 10 0	13 15 10	14,288 19 9	1,643 0 8	505 15 1	1,957 10 0	- - -	- - -

## COUNTY OF CAMBRIDGE.

10 2 2	70 0 0	14 15 0	5,555 0 2	950 8 8	1 10 3	165 0 0	4½	- - -
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## COUNTY OF CHESTER.

- - -	- - -	- - -	1,520 3 8	691 4 10	209 2 6	- - -	- - -	- - -
- - -	- - -	- - -	923 12 9	222 12 9	36 7 3	- - -	- - -	- - -
- - -	- - -	- - -	1,397 14 2	294 7 10	303 1 9	- - -	- - -	- - -
- - -	- - -	1 4 4	5,101 11 0	2,385 19 3	55 5 9	- - -	- - -	- - -
- - -	- - -	38 14 1	2,456 5 2	649 4 0	44 5 11	- - -	- - -	- - -
- - -	- - -	13 1 10	1,229 13 7	447 4 6	3 5 5	- - -	- - -	- - -
- - -	- - -	0 7 6	3,565 7 8	534 7 1	468 7 11	288 18 3	5½	16 2 8
- - -	- - -	- - -	1,687 3 2	239 12 4	163 2 8	- - -	- - -	- - -
- - -	- - -	16 16 0	6,486 19 1	899 18 5	699 6 1	- - -	- - -	- - -
- - -	- - -	1 19 0	4,800 18 7	1,425 6 7	200 1 4	- - -	- - -	- - -
- - -	- - -	24 7 6	5,252 14 1	635 12 3	97 10 6	- - -	- - -	- - -
- - -	- - -	2 18 0	3,412 7 9	1,255 12 0	194 12 9	- - -	- - -	- - -
- - -	- - -	99 8 3	37,894 10 8	9,681 1 10	2,474 9 10	288 18 3	- - -	16 2 8

## COUNTY OF CORNWALL.

- - -	- - -	44 19 0	3,129 10 11	287 16 11	12 18 10	- - -	- - -	- - -
- - -	- - -	186 1 3	1,580 19 10	63 16 1	122 16 9	- - -	- - -	- - -
- - -	- - -	7 3 4	2,307 1 9	64 14 3	172 11 6	- - -	- - -	- - -
- - -	- - -	13 16 7	2,236 0 1	213 14 10	65 5 11	- - -	- - -	- - -
- - -	- - -	3 0 0	998 12 5	133 2 8	- - -	- - -	- - -	- - -
- - -	- - -	2 14 10	1,110 11 6	58 19 1	44 6 6	- - -	- - -	- - -
- - -	- - -	21 9 6	1,566 17 6	13 4 11	164 15 8	- - -	- - -	- - -
- - -	- - -	28 14 8	1,926 8 3	260 9 2	- - -	- - -	- - -	- - -
4 15 5	17 4 7	- - -	1,191 0 10	67 19 10	78 2 5	78 3 5	5	- - -
- - -	- - -	- - -	2,435 14 1	327 15 2	82 9 7	- - -	- - -	- - -

## COUNTY OF CORNWALL—continued.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
90,186	St. Austell - - -	8	182 4	4 2	779 13 10	12 18 3	3,678 0 0	- - -
84,382	St. Columb - - -	17	313 5	4 6	216 13 3	46 8 5	2,421 0 0	10 0 2
68,787	St. Germans - - -	11	189 4	0 4	190 19 3	59 12 2	2,153 0 0	- - -
33,067	Stratton - - -	11	171 3	- -	83 19 0	114 8 6	1,737 10 0	- - -
36,197	Trecan Gate - - -	10	202 0	10 0	364 5 1	0 7 2	1,473 0 0	- - -
46,150	Tregony - - -	16	120 6	7 0	173 13 6	14 12 2	1,422 17 5	30 17 0
57,706	Trigg - - -	13	261 0	12 6	223 17 1	128 17 7	2,117 0 0	- - -
36,963	Tywardreath - - -	8	149 5	5 5	165 0 1	6 6 10	1,344 0 0	- - -
926,381		197	3,362 0	129 7	3,404 4 3	1,151 2 11	34,791 9 5	223 11 9

## COUNTY OF CUMBERLAND.

13,606	Alston - - -	2	40 0	28 0	22 1 7	- - -	339 5 9	- - -
37,544	Bootle - - -	17	86 0	- -	97 10 6	32 8 4	894 4 9	- - -
76,019	Brampton - - -	26	163 6	5 0	215 14 1	106 2 6	1,343 0 11	- - -
147,162	Leath Ward - - -	65	440 0	- -	714 1 6	70 6 7	2,409 6 0	- - -
69,458	Longtown - - -	24	208 4	27 5	278 13 9	116 13 5	1,092 14 3	- - -
238,922	Whitehaven - - -	33	190 6	23 4	427 6 10	473 12 9	3,459 5 2	- - -
145,441	Wigton - - -	53	319 4	- -	597 10 8	331 9 11	2,554 9 10	- - -
728,152		220	1,448 4	84 1	2,352 18 11	1,130 13 6	12,092 6 8	- - -

## COUNTY OF DEVON.

47,257	Ashburton - - -	10	239 0	2 0	82 1 0	6 19 1	1,407 0 0	- - -
71,400	Axminster - - -	13	213 5	- -	145 19 6	4 15 11	1,390 10 0	- - -
63,541	Barnstaple - - -	15	238 6	- -	403 9 2	39 4 0	1,946 5 0	220 7 6
36,298	Bideford - - -	15	228 6	- -	199 14 0	66 0 5	1,699 0 0	17 0 0
60,763	Chulmleigh - - -	20	264 1	0 6	346 9 8	45 4 7	2,229 0 0	63 1 3
82,621	Crediton - - -	20	213 4	- -	42 11 2	108 7 1	2,551 10 0	25 9 3
53,205	Crockernwell - - -	14	276 4	16 3	192 5 6	69 15 3	2,075 2 6	- - -
99,695	Cullompton - - -	16	291 5	2 2	638 19 2	15 8 5	1,976 0 0	87 18 -
115,122	Ermington and Plympton -	18	304 0	12 0	144 13 10	8 4 10	2,761 0 0	- - -
50,113	Great Torrington - - -	19	226 4	- -	160 13 2	5 11 10	1,799 0 0	19 10 0
37,943	Hatherleigh - - -	17	188 2	17 7	365 13 8	- - -	1,454 0 0	- - -
35,231	Holsworthy - - -	21	272 1	- -	367 3 9	3 0 8	1,981 0 0	- - -
57,623	Honiton - - -	19	224 6	- -	269 3 9	28 7 5	1,021 10 0	- - -
54,851	Ilfracombe - - -	20	212 1	21 3	136 7 11	11 11 1	1,232 0 0	- - -
83,918	Kingsbridge - - -	21	283 2	39 1	527 19 10	0 7 3	3,001 13 6	- - -
51,748	Lifton - - -	18	183 6	16 0	38 2 0	164 5 6	1,758 12 0	- - -
62,804	Midland Roborough - - -	15	176 4	- -	109 8 5	134 3 10	1,990 0 0	6 41 11
99,985	Newton Abbot - - -	22	271 7	32 5	162 7 2	165 1 4	2,189 0 0	- - -
33,176	Ottery - - -	9	97 6	- -	32 10 8	- - -	799 15 0	- - -
64,491	Southmolton - - -	20	293 0	8 6	243 13 6	352 5 8	2,678 0 0	44 13 -
77,409	Tavistock - - -	11	262 0	48 0	91 12 1	104 8 2	3,068 10 0	- - -
66,969	Tiverton - - -	19	226 4	11 5	291 5 7	14 11 0	1,921 0 0	167 19 11
71,564	Totnes - - -	13	221 0	- -	140 4 5	35 14 4	1,570 0 0	- - -
150,111	Wonford - - -	30	262 1	5 0	240 7 0	432 18 6	2,884 15 0	164 7 -
54,916	Woodbury - - -	13	174 0	- -	53 17 9	91 4 1	1,489 10 0	- - -
1,682,754		428	5,845 3	233 6	5,426 13 8	1,907 10 3	48,873 13 0	816 19 -



## COUNTY OF CORNWALL—continued.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	13 7 0	3,691 7 0	1,006 6 6	750 16 11	1,166 5 5	105 5 9	- - -
- - -	2 12 6	2,433 12 8	1,271 5 1	796 16 10	394 17 7	26 10 6	- - -
- - -	118 14 4	2,271 14 4	524 13 2	319 19 1	526 17 9	67 6 0	- - -
- - -	- - -	1,737 10 0	793 12 1	305 12 0	115 10 11	26 0 7	- - -
- - -	- - -	1,473 0 0	910 19 10	363 10 2	243 2 1	40 15 0	- - -
- - -	40 13 4	1,494 8 3	546 0 2	263 12 10	183 6 7	23 5 5	- - -
- - -	- - -	2,117 0 0	1,094 1 6	417 13 0	162 19 3	66 13 9	- - -
- - -	55 0 0	1,399 0 0	799 2 5	329 13 10	172 3 9	23 17 6	- - -
- - -	395 3 2	35,410 3 10	14,993 11 1	5,605 3 8	5,774 17 2	589 6 3	17 12 10

## COUNTY OF CUMBERLAND.

- - -	- - -	339 5 9	211 12 7	12 6 0	2 15 0	0 12 0	- - -
- - -	1 14 8	895 19 5	356 10 8	90 7 10	29 2 6	21 8 11	75 5 6
- - -	32 19 4	1,376 0 3	740 3 9	199 0 0	162 17 0	10 13 4	- - -
- - -	24 9 3	2,433 15 3	2,171 8 1	- - -	- - -	96 5 11	- - -
- - -	57 17 0	1,150 11 3	338 0 9	19 6 6	246 17 1	30 8 11	- - -
- - -	115 19 3	3,575 4 5	1,396 16 5	296 0 6	262 1 0	63 15 3	- - -
- - -	639 0 9	3,193 10 7	1,432 13 10	149 1 3	154 6 10	165 19 9	42 4 1
- - -	872 0 3	12,964 6 11	6,647 6 1	766 2 1	857 19 5	389 4 1	117 9 7

## COUNTY OF DEVON.

- - -	9 2 9	1,416 2 9	513 15 11	158 19 4	242 1 4	36 7 4	- - -
- - -	4 16 3	1,395 6 3	944 10 0	- - -	- - -	177 6 8	- - -
- - -	11 14 10	2,178 7 4	806 19 7	352 6 5	33 11 11	59 15 8	- - -
- - -	3 15 0	1,719 15 0	318 11 9	239 0 6	502 1 7	272 13 6	- - -
- - -	5 19 9	2,298 1 0	364 0 1	458 15 8	796 14 4	39 4 1	- - -
- - -	- - -	2,576 19 8	2,089 13 0	- - -	- - -	- - -	- - -
- - -	107 15 0	2,182 17 6	1,623 19 0	- - -	- - -	1 3 0	2 15 4
- - -	3 5 9	2,067 4 2	1,280 14 3	167 1 0	337 18 4	42 9 11	- - -
- - -	50 0 0	2,811 0 0	1,914 8 7	19 17 3	242 17 9	21 5 3	5 4 9
- - -	169 19 9	1,988 9 9	892 15 9	54 16 1	33 12 7	28 17 10	2 13 0
- - -	0 7 0	1,454 7 0	1,078 2 9	- - -	34 4 8	51 16 4	2 2 0
- - -	1 9 6	1,982 9 6	1,297 17 5	330 4 4	234 5 9	42 0 0	- - -
- - -	0 1 0	1,021 11 0	832 6 6	- - -	- - -	41 16 0	- - -
- - -	148 10 6	1,380 10 6	578 17 7	36 0 4	32 9 7	11 17 6	- - -
- - -	3 0 0	3,004 13 6	1,371 3 9	30 7 7	481 16 4	25 18 3	- - -
- - -	0 6 9	1,758 18 9	456 15 10	28 14 0	684 14 5	19 15 8	- - -
- - -	9 14 8	2,006 6 7	562 4 10	365 9 4	452 13 6	87 5 8	- - -
- - -	1 19 6	2,190 19 6	852 0 11	94 8 5	160 4 0	26 18 8	0 15 1
- - -	- - -	799 15 0	465 17 11	- - -	- - -	51 16 3	- - -
- - -	4 0 0	2,726 13 9	1,480 8 9	589 11 1	80 2 6	132 2 8	- - -
- - -	29 5 9	3,097 15 9	447 3 4	310 15 9	745 10 5	24 10 10	- - -
- - -	- - -	2,088 19 10	905 10 9	158 4 7	236 17 5	25 16 8	2 2 0
- - -	0 5 0	1,570 5 0	1,156 2 2	1 2 0	75 3 10	87 10 11	- - -
- - -	42 11 3	3,091 13 8	2,348 4 10	- - -	- - -	181 5 6	- - -
- - -	- - -	1,489 10 0	964 11 0	- - -	- - -	72 15 9	- - -
- - -	608 0 0	50,298 12 9	25,546 16 3	3,395 13 8	5,407 0 3	1,562 9 11	15 12 2

(Continued on page 40.)

## COUNTY OF CORNWALL—continued.

NAME OF DISTRICT.	EXPENDITURE—continued.					
	Charges on the Common Fund.					
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.	Other Com- Charges.
St. Austell - - - - -	£ s. d. 155 14 4	£ s. d. 350 0 0	£ s. d. -	£ s. d. 98 0 0	£ s. d. 183 12 10	£ s. 50 13
St. Columb - - - - -	- - -	- - -	- - -	62 11 3	185 0 0	6 19
St. Germans - - - - -	324 9 2	- - -	367 10 0	16 8 7	146 5 0	32 2
Stratton - - - - -	8 4 9	- - -	- - -	- - -	125 0 0	4 6
Trecan Gate - - - - -	- - -	- - -	- - -	97 4 7	120 0 0	6 16
Tregony - - - - -	- - -	- - -	- - -	190 8 5	170 0 0	14 9
Trigg - - - - -	- - -	- - -	- - -	239 16 4	157 0 0	14 19
Tywardreath - - - - -	- - -	- - -	- - -	63 12 3	150 0 0	5 4
	967 8 4	350 0 0	367 10 0	3,026 15 5	2,666 17 10	978 17

## COUNTY OF CUMBERLAND.

Alston - - - - -	- - -	- - -	- - -	46 11 8	45 0 0	13 4
Bootle - - - - -	41 10 5	- - -	- - -	- - -	100 0 0	10 6
Brampton - - - - -	- - -	- - -	- - -	- - -	95 0 0	5 4
Leath Ward - - - - -	- - -	- - -	- - -	- - -	225 0 0	27 9
Longtown - - - - -	- - -	- - -	- - -	155 12 2	172 17 8	12 17
Whitehaven - - - - -	30 14 0	- - -	- - -	363 18 3	211 5 0	343 18
Wigton - - - - -	821 12 7	- - -	- - -	- - -	180 0 0	33 13
	893 17 0	- - -	- - -	566 2 1	1,029 2 8	446 15

## COUNTY OF DEVON.

Ashburton - - - - -	193 4 2	- - -	- - -	68 7 4	150 0 0	7 7
Axminster - - - - -	164 7 10	- - -	- - -	- - -	155 0 0	20 6
Barnstaple - - - - -	11 18 0	10 10 7	678 18 10	- - -	155 0 0	14 7
Bideford - - - - -	- - -	18 9 5	26 14 0	- - -	125 0 0	11 14
Chulmleigh - - - - -	79 13 3	79 7 10	350 16 11	12 12 6	150 0 0	13 14
Crediton - - - - -	158 2 11	20 7 4	91 17 8	- - -	140 0 0	8 14
Crockernwell - - - - -	202 19 11	- - -	- - -	227 1 11	140 0 0	8 14
Cullompton - - - - -	- - -	- - -	- - -	18 0 0	175 0 0	21 1
Ermington and Plympton - - - - -	183 2 0	130 4 1	- - -	165 6 6	200 0 0	18 13
Great Torrington - - - - -	163 0 0	391 0 0	34 7 3	- - -	145 0 0	10 10
Hatherleigh - - - - -	92 14 4	23 5 9	- - -	169 16 2	125 0 0	9 6
Holsworthy - - - - -	- - -	- - -	- - -	- - -	125 0 0	9 10
Honiton - - - - -	- - -	- - -	- - -	- - -	150 0 0	8 0
Ilfracombe - - - - -	- - -	- - -	267 15 7	149 7 9	125 0 0	8 4
Kingsbridge - - - - -	151 18 10	706 13 6	- - -	- - -	120 0 0	19 18
Lifton - - - - -	- - -	- - -	- - -	196 19 3	150 0 0	13 2
Midland Roborough - - - - -	- - -	- - -	- - -	130 16 2	145 0 0	15 1
Newton Abbot - - - - -	69 12 2	- - -	- - -	372 2 3	195 0 0	17 16
Ottery - - - - -	182 11 10	- - -	- - -	- - -	80 0 0	4 14
Southmolton - - - - -	- - -	- - -	409 0 2	36 8 11	160 0 0	11 14
Tavistock - - - - -	141 3 5	- - -	- - -	1,189 6 4	245 0 0	10 12
Tiverton - - - - -	- - -	- - -	387 8 9	114 1 0	145 0 0	10 8
Totnes - - - - -	30 0 0	161 8 0	- - -	- - -	134 0 0	54 19
Wonford - - - - -	90 6 3	- - -	120 0 0	58 16 0	190 0 0	56 1
Woodbury - - - - -	- - -	- - -	- - -	19 10 0	94 0 0	1 0
	1,914 14 11	1,541 6 6	2,866 19 2	2,928 12 1	3,718 0 0	385 14

\* The cost of repairing 18 miles of existing turnpike roads is included with the expenditure on the Parish Highways.

## COUNTY OF CORNWALL—continued.

Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	BALANCE, 31st December 1875.		DEBTS.		
				In Hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	5 10 4	3,872 5 2	585 17 5	- - -	- - -	- - -	- - -
- - -	- - -	2 4 0	2,746 4 6	57 9 5	199 16 5	- - -	- - -	- - -
- - -	- - -	45 14 9	2,371 5 11	86 5 6	54 10 0	- - -	- - -	- - -
- - -	- - -	5 1 7	1,383 8 7	323 11 11	- - -	- - -	- - -	- - -
- - -	- - -	- - -	1,782 8 4	129 9 10	75 0 3	- - -	- - -	- - -
- - -	- - -	53 5 7	1,444 8 11	209 16 7	0 15 11	- - -	- - -	- - -
- - -	- - -	- - -	2,153 2 11	190 16 0	131 19 5	- - -	- - -	- - -
- - -	- - -	- - -	1,543 13 9	87 2 11	73 3 5	- - -	- - -	- - -
4 15 5	17 4 7	419 15 5	35,779 15 3	3,162 2 6	1,278 12 7	78 3 5	- - -	- - -

## COUNTY OF CUMBERLAND.

- - -	- - -	5 0 0	337 1 11	24 5 5	- - -	- - -	- - -	- - -
- - -	- - -	70 18 4	795 10 2	213 8 11	47 17 6	- - -	- - -	- - -
8 2 0	30 0 0	4 11 2	1,255 11 9	301 15 3	71 15 2	150 0 0	4½	- - -
- - -	- - -	- - -	2,520 3 3	614 6 4	56 19 5	- - -	- - -	- - -
- - -	- - -	22 17 10	998 18 1	333 19 8	20 6 2	- - -	- - -	- - -
- - -	- - -	- - -	2,968 8 10	1,071 13 9	511 4 1	- - -	- - -	- - -
- - -	- - -	9 13 0	2,989 6 11	1,034 4 9	564 0 4	- - -	- - -	- - -
8 2 0	30 0 0	113 0 4	11,865 0 11	3,593 14 1	1,272 2 8	150 0 0	- - -	- - -

## COUNTY OF DEVON.

15 15 2	22 10 0	5 12 11	1,414 1 0	97 17 5	20 13 9	382 10 0	4	- - -
5 17 7	31 8 6	- - -	1,498 16 7	74 9 7	36 16 4	94 6 0	5	- - -
- - -	- - -	11 0 0	2,134 8 6	435 7 9	27 3 9	- - -	- - -	- - -
- - -	- - -	11 14 6	1,526 0 0	349 0 5	21 11 10	- - -	- - -	- - -
10 11 3	13 8 1	- - -	2,368 18 0	247 5 9	16 17 9	199 19 9	5	- - -
- - -	- - -	- - -	2,508 15 3	26 10 7	24 2 1	- - -	- - -	- - -
- - -	- - -	- - -	2,206 13 9	154 17 1	56 3 1	- - -	- - -	- - -
- - -	- - -	0 10 0	2,042 15 0	721 0 0	73 0 1	- - -	- - -	- - -
- - -	- - -	- - -	2,900 19 2	98 9 8	51 19 10	- - -	- - -	- - -
- - -	- - -	- - -	1,756 12 10	402 18 6	16 0 3	- - -	- - -	- - -
- - -	- - -	- - -	1,586 8 8	233 12 0	- - -	- - -	- - -	- - -
- - -	- - -	4 14 1	2,043 11 10	320 17 0	17 16 3	- - -	- - -	- - -
- - -	- - -	- - -	1,032 2 11	262 13 2	32 8 9	- - -	- - -	- - -
- - -	- - -	- - -	1,209 13 2	295 14 2	- - -	- - -	- - -	- - -
- - -	- - -	- - -	2,907 16 4	628 13 2	4 3 5	- - -	- - -	- - -
- - -	- - -	15 10 6	1,565 12 2	112 13 8	45 10 7	- - -	- - -	- - -
- - -	- - -	22 8 9	1,780 19 4	266 13 10	66 1 11	- - -	- - -	- - -
- - -	- - -	- - -	1,788 18 4	426 10 0	27 3 0	- - -	- - -	- - -
- - -	- - -	- - -	785 0 1	47 5 7	- - -	- - -	- - -	- - -
22 17 10	22 10 9	0 4 0	2,945 0 11	213 3 3	540 2 7	554 19 7	4	- - -
- - -	- - -	6 0 0	3,120 2 5	48 16 8	83 19 5	- - -	- - -	- - -
- - -	- - -	- - -	1,985 9 7	381 4 4	0 19 6	- - -	- - -	- - -
- - -	- - -	- - -	1,700 6 9	56 15 6	82 7 2	- - -	- - -	- - -
- - -	- - -	35 0 2	3,079 14 6	149 0 3	329 12 7	- - -	- - -	- - -
- - -	- - -	5 0 0	1,156 16 9	296 19 6	1 12 7	- - -	- - -	- - -
55 1 10	89 17 4	117 14 11	49,045 13 10	6,348 8 10	1,576 6 6	1,231 15 4	- - -	- - -



## COUNTY OF DORSET.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s.
54,563	Blandford - - -	31	107 3	7 0	142 19 0	111 7 8	968 10 0	- -
122,302	Bridport - - -	46	303 0	15 6	992 11 0	361 2 8	5,703 0 11	- -
56,486	Cerne - - -	25	126 5	15 4	311 4 5	6 4 3	1,335 0 4	- -
144,716	Dorchester - - -	62	266 7	23 4	128 0 1	229 12 7	2,746 12 5	- -
87,150	Shaftesbury - - -	24	153 1	30 2	382 10 8	85 14 7	3,031 0 0	- -
54,919	Sherborne - - -	26	147 1	2 3	149 17 2	40 9 11	786 18 2	10 15
75,157	Sturminster - - -	21	144 4	- -	399 10 3	1 17 6	2,181 7 0	- -
59,144	Wareham - - -	24	170 3	9 5	95 16 2	118 2 7	1,076 10 0	- -
94,966	Wimborne - - -	34	265 3	9 1	115 13 10	127 3 7	1,448 16 8	- -
749,403		293	1,684 3	113 1	2,718 2 7	1,081 15 4	19,277 15 6	10 15

## COUNTY OF DURHAM.

352,495	Auckland - - -	39	181 2	34 4	2,326 13 10	344 1 3	6,813 0 0	- -
85,115	Barnard Castle - - -	23	120 0	44 4	234 18 5	26 13 1	1,589 0 0	- -
117,044	Castle Eden and Seaham -	19	61 3	12 2	256 3 9	153 18 1	2,212 10 5	- -
134,614	Darlington - - -	32	81 5	45 0	626 19 4	1 19 5	2,448 0 0	- -
446,525	Durham & Chester-le-Street	42	179 2	36 2	872 17 5	96 5 5	6,780 0 0	- -
148,302	Gateshead and South Shields	12	59 5	16 1	348 15 10	264 14 10	4,067 19 10	- -
172,048	Houghton-le-Spring and } Sunderland - - }	27	104 3	8 3	448 9 8	72 19 9	5,065 0 0	- -
153,668	Lanchester - - -	18	193 3	32 4	532 7 10	441 0 9	4,785 6 8	- -
159,926	Stockton and Hartlepool -	42	139 4	3 5	346 18 11	161 10 3	4,219 0 0	50 0
74,036	Weardale - - -	13	82 2	27 3	399 13 7	28 12 8	2,447 4 0	- -
1,843,773		267	1,202 5	260 4	6,393 18 7	1,591 15 6	40,427 0 11	50 0

## COUNTY OF ESSEX.

71,245	Bardfield - - -	14	152 2	- -	634 0 2	1 16 7	1,537 0 0	- -
99,395	Billericay - - -	25	175 2	- -	1,293 9 2	9 1 5	2,523 10 0	- -
148,028	Chelmsford - - -	30	287 2	23 4	680 11 8	11 6 1	3,510 10 0	- -
76,393	Dunmow - - -	22	187 4	7 7	497 17 6	20 11 5	1,512 0 0	- -
116,205	Hedingham - - -	36	216 4	34 4	308 18 6	233 6 10	3,242 16 5	- -
120,873	Rochford - - -	27	130 4	14 3	905 5 3	166 10 0	2,135 10 0	- -
67,214	Romford - - -	8	85 4	3 4	476 0 0	57 8 9	1,633 0 0	- -
136,879	Winstree and Lexden -	37	256 1	19 0	948 14 5	92 6 10	2,160 0 0	- -
836,232		199	1,490 7	102 6	5,744 16 8	592 7 11	18,254 6 5	- -

## COUNTY OF GLOUCESTER.

28,138	Badgworth - - -	10	56 4	16 1	137 11 1	108 3 8	1,785 0 0	52 0
33,341	Berkeley - - -	6	27 6	17 4	- - -	- - -	666 10 0	- -
33,181	Bishop's Cleeve - - -	8	55 0	8 1	76 8 3	33 10 0	1,080 0 0	- -
63,973	Campden - - -	20	99 5	6 6	626 7 3	57 11 7	2,237 0 0	124 0
80,795	Cirencester - - -	32	199 5	6 2	883 18 7	- - -	2,412 10 0	794 17
39,050	Dursley - - -	8	42 2	20 1	92 17 1	28 13 8	2,108 0 0	- -
54,689	Fairford - - -	13	117 0	3 6	264 2 10	167 19 10	2,240 0 0	243 8
64,749	Gloucester - - -	24	63 3	- -	623 2 5	63 11 10	3,019 0 0	20 14
113,272	Lawford's Gate - - -	11	119 7	34 0	645 3 0	96 0 2	4,191 10 9	- -
37,297	Lydney - - -	7	52 3	13 1	191 2 5	125 0 11	1,143 0 0	- -
42,192	Moreton-in-Marsh - -	18	71 6	- -	263 9 4	18 8 10	1,208 18 1	- -
52,305	Newent - - -	12	118 0	24 7	150 16 1	89 9 3	1,984 5 3	- -

COUNTY OF DORSET.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	0 19 3	969 9 3	522 9 5	37 0 6	21 5 8	32 1 4	- - -
- - -	48 4 0	5,751 4 11	1,630 5 3	644 11 2	1,407 2 1	83 10 3	- - -
- - -	0 12 6	1,335 12 10	336 16 5	152 9 10	223 6 8	30 10 5	12 16 8
- - -	- - -	2,746 12 5	844 1 11	540 15 4	488 14 1	75 16 10	- - -
- - -	76 19 3	3,107 19 3	713 7 11	584 10 2	353 10 2	51 6 0	- - -
- - -	31 3 3	828 16 5	388 9 5	87 10 6	26 1 8	27 6 5	- - -
- - -	47 18 5	2,229 5 5	871 0 9	555 5 9	141 3 0	37 19 1	- - -
- - -	2 12 1	1,079 2 1	482 19 8	256 10 6	1 4 1	33 9 4	- - -
- - -	59 3 9	1,508 0 5	533 4 9	310 0 10	14 10 10	121 1 11	- - -
- - -	267 12 6	19,556 3 0	6,322 15 6	3,168 14 7	2,676 18 3	493 1 7	12 16 8

COUNTY OF DURHAM.

- - -	279 8 0	7,092 8 0	1,653 3 10	1,111 4 2	1,733 2 1	14 11 1	- - -
- - -	41 2 3	1,630 2 3	827 19 6	350 0 11	133 14 7	13 19 3	- - -
- - -	1 13 4	2,214 3 9	724 0 9	253 16 4	329 9 3	8 9 2	- - -
- - -	10 4 10	2,458 4 10	666 6 2	28 9 9	554 9 4	69 12 9	- - -
- - -	118 3 1	6,898 3 1	1,487 12 4	898 19 5	1,559 4 6	60 17 10	- - -
- - -	199 16 5	4,267 16 3	638 19 3	359 2 2	798 4 6	17 15 7	40 0 0
- - -	109 0 3	5,174 0 3	1,391 8 11	790 14 9	1,037 12 8	35 5 4	- - -
- - -	100 16 11	4,886 3 7	1,763 8 7	473 6 4	905 15 3	30 3 6	- - -
- - -	59 8 6	4,328 8 6	1,296 7 9	777 17 4	950 2 3	44 0 11	- - -
- - -	- - -	2,447 4 0	549 19 5	203 0 10	383 6 6	8 4 8	- - -
- - -	919 13 7	41,396 14 6	10,999 6 6	5,246 12 0	8,385 0 11	303 0 1	40 0 0

COUNTY OF ESSEX.

- - -	79 16 6	1,616 16 6	427 15 5	221 16 4	761 7 11	65 8 11	- - -
- - -	47 1 0	2,570 11 0	582 7 3	571 1 3	380 16 8	125 8 10	- - -
- - -	98 10 0	3,609 0 0	559 4 6	827 6 8	1,023 13 3	203 12 4	- - -
- - -	35 7 8	1,547 7 8	602 2 3	320 19 1	438 7 6	45 17 8	- - -
- - -	280 0 2	3,522 16 7	537 2 3	424 15 10	943 8 4	95 11 1	- - -
- - -	7 12 0	2,143 2 0	418 18 5	519 7 4	1,201 10 2	47 11 8	- - -
- - -	15 0 0	1,648 0 0	433 18 8	436 19 6	493 11 6	55 1 8	- - -
- - -	77 0 5	2,237 0 5	331 6 3	621 13 9	503 2 9	119 18 11	- - -
- - -	640 7 9	18,894 14 2	3,892 15 0	3,943 19 9	5,745 18 1	758 11 1	- - -

COUNTY OF GLOUCESTER.

- - -	- - -	1,837 0 0	217 3 5	122 10 9	108 19 4	11 2 11	- - -
- - -	205 17 11	872 7 11	79 19 4	95 15 10	56 3 9	2 16 2	- - -
- - -	1 0 0	1,081 0 0	218 1 1	218 6 6	180 19 8	47 14 4	- - -
- - -	6 6 6	2,367 6 6	697 11 3	531 17 7	474 10 3	37 4 3	- - -
- - -	33 5 9	3,240 13 5	1,440 0 5	204 13 1	111 15 2	90 0 9	- - -
- - -	26 5 7	2,134 5 7	419 0 11	249 9 3	232 4 8	104 15 5	- - -
- - -	44 17 0	2,528 5 8	759 12 9	220 14 1	160 7 2	8 10 4	- - -
- - -	- - -	3,039 14 9	330 18 11	304 15 4	651 18 7	25 5 10	- - -
- - -	97 19 7	4,289 10 4	702 4 8	63 0 0	1,208 14 2	243 4 5	14 13 4
- - -	2 15 0	1,145 15 0	396 14 3	134 6 1	46 13 4	26 0 6	- - -
- - -	7 14 6	1,216 12 7	781 17 2	102 14 3	135 13 8	18 10 5	- - -
- - -	98 14 9	2,083 0 0	351 17 6	347 13 11	278 9 6	11 18 7	- - -

## COUNTY OF DORSET.

NAME OF DISTRICT.	EXPENDITURE—continued.					
	Improvements.	Charges on the Common Fund.				Other Comm Charges
		Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Blandford - - - - -	- - - - -	- - - - -	- - - - -	109 9 4	130 0 0	9 5 5
Bridport - - - - -	208 6 5	112 6 3	809 15 6	189 4 1	330 0 0	125 13 1
Cerne - - - - -	58 17 9	- - - - -	- - - - -	172 12 9	170 0 0	22 13 4
Dorchester - - - - -	47 13 1	- - - - -	57 4 9	306 7 11	275 0 0	22 10 3
Shaftesbury - - - - -	186 16 9	- - - - -	- - - - -	891 14 9	190 0 0	68 5 8
Sherborne - - - - -	- - - - -	- - - - -	- - - - -	52 12 8	155 0 0	47 15 10
Sturminster - - - - -	380 1 10	- - - - -	- - - - -	- - - - -	190 0 0	12 0 6
Wareham - - - - -	- - - - -	- - - - -	- - - - -	38 16 0	160 0 0	25 7 11
Wimborne - - - - -	- - - - -	- - - - -	76 16 0	75 6 8	237 10 0	27 18 4
	881 15 10	112 6 3	943 16 3	1,836 4 2	1,837 10 0	361 10 4

## COUNTY OF DURHAM.

Auckland - - - - -	211 1 4	- - - - -	- - - - -	1,819 11 6	300 0 0	715 6 3
Barnard Castle - - - - -	- - - - -	- - - - -	- - - - -	470 9 4	165 0 0	6 2 2
Castle Eden and Seaham - - - - -	29 7 0	- - - - -	- - - - -	478 17 1	170 0 0	43 10 0
Darlington - - - - -	- - - - -	- - - - -	- - - - -	695 14 0	235 0 0	57 10 7
Durham and Chester-le-Street - - - - -	- - - - -	- - - - -	- - - - -	3,228 0 3	369 17 0	24 10 1
Gateshead and South Shields - - - - -	439 7 4	- - - - -	- - - - -	1,121 5 5	285 0 0	70 11 1
Houghton-le-Spring and Sunderland - - - - -	641 0 0	- - - - -	219 7 5	982 14 11	330 0 0	55 19 11
Lanchester - - - - -	299 14 0	- - - - -	- - - - -	991 16 1	330 0 0	30 8 0
Stockton and Hartlepool - - - - -	- - - - -	- - - - -	- - - - -	837 2 11	258 6 8	99 13 6
Weardale - - - - -	5 9 11	- - - - -	- - - - -	1,152 9 4	147 0 0	12 3 9
	1,625 19 7	- - - - -	219 7 5	11,778 0 10	2,590 3 8	1,115 15 4

## COUNTY OF ESSEX.

Bardfield - - - - -	58 10 0	- - - - -	- - - - -	- - - - -	195 0 0	13 18 11
Billericay - - - - -	- - - - -	- - - - -	- - - - -	359 0 3	190 0 0	18 4 0
Chelmsford - - - - -	36 10 11	- - - - -	- - - - -	566 12 11	320 0 0	35 13 1
Dunmow - - - - -	- - - - -	- - - - -	- - - - -	116 3 5	190 0 0	11 18 3
Hedingham - - - - -	287 7 3	- - - - -	- - - - -	663 7 3	252 3 6	32 6 8
Rochford - - - - -	23 2 5	- - - - -	- - - - -	196 13 6	225 0 0	46 10 11
Romford - - - - -	89 4 0	- - - - -	- - - - -	109 2 2	250 0 0	10 0 3
Winstree and Lexden - - - - -	118 2 5	- - - - -	- - - - -	325 13 6	235 0 0	43 14 2
	612 17 0	- - - - -	- - - - -	2,336 13 0	1,857 3 6	212 6 8

## COUNTY OF GLOUCESTER.

Badgworth - - - - -	- - - - -	- - - - -	98 11 1	723 17 0	140 0 0	260 9 2
Berkeley - - - - -	- - - - -	- - - - -	- - - - -	546 1 3	30 0 0	11 18 6
Bishop's Cleeve - - - - -	- - - - -	- - - - -	- - - - -	364 12 10	90 0 0	4 5 0
Campden - - - - -	- - - - -	- - - - -	291 8 7	293 0 9	190 0 0	61 14 8
Cirencester - - - - -	32 10 1	7 0 0	1,496 11 7	367 11 9	220 0 0	8 0 11
Dursley - - - - -	- - - - -	3 15 0	- - - - -	1,179 7 4	140 0 0	35 1 8
Fairford - - - - -	- - - - -	- - - - -	466 15 8	94 12 3	150 0 0	7 12 10
Gloucester - - - - -	- - - - -	- - - - -	609 4 9	1,191 10 9	250 0 0	56 4 0
Lawford's Gate - - - - -	- - - - -	- - - - -	- - - - -	1,702 19 10	372 0 0	48 10 7
Lydney - - - - -	- - - - -	- - - - -	- - - - -	442 7 5	135 0 0	3 10 10
Moreton-in-Marsh - - - - -	24 2 9	- - - - -	- - - - -	- - - - -	125 0 0	22 9 6
Newent - - - - -	- - - - -	- - - - -	- - - - -	926 12 8	210 0 0	38 0 0

(Continued from page 43.)



## COUNTY OF DORSET.

				BALANCE, 31st December 1875.		DEBTS.		
Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
			861 11 8	161 11 10	22 2 11	—	—	—
12 11 3	50 0 0	20 18 3	5,624 3 7	1,010 12 9	252 3 1	200 0 0	5	—
- - -	- - -	25 19 0	1,206 2 10	442 3 11	7 13 9	—	—	—
12 15 2	15 0 0	3 3 0	2,689 2 4	200 8 2	244 10 7	240 0 0	5	—
- - -	- - -	6 9 7	3,046 1 0	460 15 7	102 1 3	—	—	—
- - -	- - -	- - -	784 16 6	177 9 10	24 2 8	—	—	—
- - -	- - -	37 14 1	2,225 5 0	452 5 3	50 12 1	—	—	—
- - -	- - -	12 18 0	1,011 5 6	156 2 6	110 12 4	—	—	—
17 2 0	15 0 0	65 2 2	1,493 13 6	117 10 5	114 13 3	270 0 0	6	—
42 8 5	80 0 0	172 4 1	18,942 1 11	3,179 0 3	928 11 11	710 0 0	—	—

## COUNTY OF DURHAM.

- - -	- - -	148 8 9	7,706 9 0	1,672 12 5	304 0 10	—	—	—
- - -	- - -	2 14 3	1,970 0 0	39 7 9	171 0 2	—	—	—
10 0 0	- - -	- - -	2,047 9 7	506 1 0	237 1 2	200 0 0	—	—
- - -	- - -	6 5 9	2,313 8 4	770 6 4	0 9 11	—	—	—
- - -	- - -	0 9 10	7,629 11 3	321 12 9	276 8 11	—	—	—
- - -	- - -	1 0 0	3,771 5 4	657 11 11	77 0 0	—	—	—
- - -	- - -	- - -	5,484 3 11	146 0 6	80 14 3	—	—	—
21 11 5	90 0 0	17 4 5	4,953 7 7	515 7 1	491 4 0	390 0 0	5	—
18 9 6	24 10 0	0 10 0	4,307 0 10	295 12 2	88 15 10	345 0 0	5	—
- - -	- - -	- - -	2,461 14 5	412 7 3	55 16 9	—	—	—
50 0 11	114 10 0	176 13 0	42,644 10 3	5,336 19 2	1,782 11 10	935 0 0	—	—

## COUNTY OF ESSEX.

- - -	- - -	- - -	1,743 17 6	587 1 6	81 18 11	—	—	—
55 0 0	50 0 0	11 10 2	2,343 8 5	1,601 13 0	90 2 8	850 0 0	5	—
- - -	- - -	3 10 6	3,576 4 2	702 1 5	—	—	—	—
- - -	- - -	- - -	1,725 8 7	331 19 2	32 14 0	—	—	—
35 0 0	40 0 0	12 11 10	3,323 14 0	446 16 8	172 2 5	680 0 0	5	—
- - -	- - -	13 10 6	2,692 4 11	467 3 3	277 10 11	—	—	—
- - -	- - -	- - -	1,877 17 9	310 8 10	121 15 4	—	—	—
- - -	- - -	24 7 4	2,322 19 1	849 14 11	79 6 0	—	—	—
90 0 0	90 0 0	65 10 4	19,605 14 5	5,296 18 9	855 10 3	1,530 0 0	—	—

## COUNTY OF GLOUCESTER.

- - -	- - -	- - -	1,682 13 8	192 2 9	8 9 0	—	—	—
- - -	- - -	- - -	822 14 10	53 0 0	3 6 11	—	—	—
- - -	- - -	1 0 0	1,124 19 5	105 3 10	106 5 0	—	—	—
- - -	- - -	83 6 2	2,660 13 6	348 10 4	73 1 8	—	—	—
- - -	- - -	15 18 10	3,994 2 7	267 3 11	136 14 6	—	—	—
- - -	- - -	1 15 0	2,365 9 3	32 9 9	199 10 0	—	—	—
- - -	- - -	- - -	1,868 5 1	756 3 7	—	—	—	—
- - -	- - -	162 16 7	3,597 8 1	213 4 4	211 7 1	—	—	—
- - -	- - -	- - -	4,525 0 3	418 6 4	104 13 5	—	—	—
- - -	- - -	- - -	1,184 12 5	121 6 1	94 2 0	—	—	—
- - -	- - -	12 15 6	1,223 3 3	257 4 0	18 14 2	—	—	—
- - -	- - -	121 6 8	2,285 18 10	87 13 5	229 5	—	—	—

COUNTY OF GLOUCESTER—*continued.*

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
62,330	Northleach - - -	24	175 1	21 2	150 0 8	279 12 0	2,472 0 0	- - -
114,865	Sodbury - - -	22	174 4	45 1	436 19 5	6 9 3	4,459 0 0	- - -
52,442	Stow-on-the-Wold - -	23	110 2	1 1	180 17 5	74 17 1	1,652 15 8	- - -
39,992	Stroud - - -	5	78 4	4 4	266 13 7	- - -	906 0 0	244 12 9
32,834	Tetbury - - -	11	60 6	9 0	125 0 3	48 10 10	756 0 0	- - -
79,746	Thornbury - - -	13	108 6	25 3	946 12 2	- - -	2,336 5 0	3 10 2
88,081	Wheatenhurst - - -	17	70 6	12 2	226 2 4	90 4 3	2,042 0 0	22 10 10
80,344	Winchcomb - - -	28	177 2	27 1	320 12 6	195 4 4	5,499 12 6	- - -
35,530	Wotton-under-Edge -	6	52 1	23 2	176 7 9	- - -	1,046 9 7	134 3 6
1,229,146		318	2,036 1	319 5	6,784 4 5	1,483 7 6	45,245 16 10	1,639 18 4

## COUNTY OF HANTS.

46,655	Alresford - - -	19	174 7	19 2	173 3 9	40 18 8	1,196 0 0	- - -
50,393	Alton - - -	23	205 2	16 5	281 11 2	55 4 5	1,595 0 0	- - -
77,169	Andover - - -	27	210 2	33 5	515 17 0	17 14 9	882 0 0	- - -
99,305	Basingstoke - - -	39	232 5	17 5	303 14 3	60 7 10	1,629 0 0	- - -
14,753	Catherington - - -	6	58 4	- -	172 15 5	0 11 8	370 0 0	- - -
51,629	Christchurch - - -	14	101 0	- -	124 16 5	87 13 2	1,092 10 9	- - -
58,988	Droxford - - -	14	242 2	1 2	561 7 6	2 9 2	1,014 9 8	18 19 6
53,809	Fareham - - -	8	112 2	4 0	271 13 11	- - -	1,256 0 0	- - -
26,267	Fordingbridge - - -	8	51 0	3 4	18 3 7	25 10 10	291 10 0	- - -
87,899	Hartley Wintney - -	18	243 4	37 3	469 9 7	2 6 1	1,476 0 0	- - -
29,402	Havant - - -	5	36 0	5 6	140 17 4	82 11 3	1,278 0 0	- - -
14,060	Headley - - -	3	72 5	- -	114 16 6	8 18 6	420 0 0	- - -
21,629	Hursley - - -	6	37 1	1 7	82 4 0	- - -	186 4 9	- - -
56,257	Kingsclere - - -	17	179 4	- -	219 7 7	61 1 2	895 0 0	39 18 6
24,141	Lymington - - -	5	*200 0	- -	4 0 0	75 1 2	672 6 8	- - -
64,476	New Forest - - -	9	162 4	20 0	93 5 6	56 15 7	1,189 0 0	- - -
48,885	Petersfield - - -	13	157 4	26 3	293 14 10	39 18 10	1,597 0 0	- - -
29,448	Ringwood - - -	5	89 4	1 0	26 4 8	31 2 8	445 0 0	- - -
38,252	Romsey - - -	9	73 0	0 4	98 5 11	13 5 6	392 0 0	- - -
27,805	South Stoneham - -	15	80 2	- -	426 7 8	25 9 7	812 10 3	- - -
49,196	Stockbridge - - -	18	144 6	11 4	116 7 4	69 8 4	859 10 0	- - -
44,650	Whitechurch - - -	8	111 6	8 3	98 18 3	0 1 8	495 13 0	- - -
79,731	Winchester - - -	19	150 7	10 6	326 6 7	5 10 2	972 0 0	59 15 9
1,174,799		308	3,126 7	219 3	4,933 8 9	762 1 0	21,016 15 1	118 13 9

## COUNTY OF HEREFORD.

34,375	Bredwardine - - -	11	63 4	5 0	97 0 10	45 7 3	642 0 0	- - -
89,456	Bromyard - - -	33	159 6	20 2	920 10 10	51 6 11	3,516 12 11	- - -
71,586	Dore - - -	26	180 5	23 5	796 15 8	196 12 9	3,996 0 0	- - -
136,288	Hereford - - -	43	181 6	83 5	327 4 3	169 8 3	6,653 0 0	- - -
55,738	Kington - - -	13	117 2	- -	260 2 5	29 7 10	1,617 0 0	- - -
97,093	Ledbury - - -	22	143 6	60 0	287 18 0	479 4 4	4,579 0 0	- - -
82,922	Leominster - - -	26	147 7	39 2	143 16 1	428 16 11	3,659 7 6	6 16 0
131,400	Ross - - -	37	220 6	71 3	377 10 4	207 15 10	3,982 0 0	- - -
66,385	Weobley - - -	21	101 5	38 5	169 18 3	196 19 8	2,674 0 0	- - -
41,578	Wigmore - - -	15	92 6	20 1	96 0 8	73 5 1	1,772 13 6	- - -
806,821		247	1,409 5	361 7	3,976 17 4	1,878 4 10	33,091 13 11	6 16 0

\* Approximate.

COUNTY OF GLOUCESTER—continued.

RECEIPTS.			EXPENDITURE.					
Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	0 0 2 6	2,472 2 6	1,258 11 1	71 19 0	101 8 9	15 2 1	- - -	- - -
- - -	22 7 0	4,481 7 0	2,446 12 0	7 3 0	0 4 7	44 15 3	- - -	- - -
- - -	26 16 7	1,679 12 3	482 14 4	228 8 0	509 13 6	24 15 4	- - -	- - -
- - -	- - -	1,150 12 9	233 18 5	43 19 8	49 18 2	3 13 8	- - -	- - -
- - -	0 18 0	756 18 0	173 12 0	44 7 4	44 5 5	4 5 6	- - -	- - -
468 0 0	31 16 3	2,839 11 5	424 4 3	301 10 7	405 5 11	26 6 2	19 1 2	- - -
- - -	3 0 0	2,067 10 10	561 14 1	260 0 4	658 4 5	102 15 8	- - -	- - -
- - -	6 0 0	5,505 12 6	1,316 0 7	615 2 4	288 15 0	17 4 3	- - -	- - -
- - -	30 3 11	1,210 17 0	260 16 6	79 18 5	39 14 10	13 16 3	- - -	- - -
468 0 0	646 0 10	47,999 16 0	13,553 4 11	4,248 5 4	5,743 19 10	879 18 1	218 1 1	- - -

COUNTY OF HANTS.

- - -	10 11 0	1,206 11 0	413 13 9	113 18 6	75 9 6	41 12 8	- - -	- - -
- - -	10 12 0	1,605 12 0	632 4 5	429 3 8	174 12 4	102 14 10	- - -	- - -
- - -	21 15 0	903 15 0	388 13 1	47 18 9	104 3 1	56 14 0	- - -	- - -
- - -	1 4 0	1,630 4 0	400 11 11	304 0 3	182 10 9	58 3 7	- - -	- - -
- - -	4 18 0	374 18 0	88 17 4	61 7 2	4 12 6	4 1 11	- - -	- - -
- - -	5 12 3	1,098 3 0	297 19 8	281 12 1	84 9 7	74 7 7	- - -	- - -
- - -	31 17 0	1,065 6 2	268 8 3	161 10 10	160 4 6	43 9 9	- - -	- - -
- - -	9 0 0	1,265 0 0	166 17 4	109 4 5	251 14 7	112 3 1	- - -	- - -
- - -	31 12 6	323 2 6	105 7 2	92 18 2	21 7 4	5 9 8	- - -	- - -
- - -	46 3 0	1,522 3 0	582 15 9	388 15 0	31 17 0	94 2 4	- - -	- - -
- - -	5 4 9	1,283 4 9	105 3 4	126 1 6	183 3 5	21 15 8	463 0 0	- - -
- - -	- - -	420 0 0	154 13 3	61 5 3	33 7 4	38 6 8	- - -	- - -
- - -	17 1 11	203 6 8	75 6 0	24 11 6	17 3 11	1 13 2	38 6 10	- - -
- - -	22 9 1	957 7 7	277 5 11	146 15 10	92 17 1	59 4 2	- - -	- - -
- - -	76 19 1	749 5 9	118 18 5	259 8 5	52 18 10	43 17 8	- - -	- - -
- - -	75 5 0	1,264 5 0	342 13 2	270 10 0	67 15 1	222 11 4	- - -	- - -
- - -	42 10 0	1,639 10 0	386 17 6	170 18 7	415 12 7	91 7 4	- - -	- - -
- - -	9 7 10	454 7 10	114 10 9	95 7 7	5 5 6	152 15 2	- - -	- - -
- - -	8 6 0	400 6 0	166 18 3	100 4 6	12 8 0	14 8 7	- - -	- - -
- - -	- - -	812 10 3	110 10 10	287 11 4	169 11 3	104 8 0	- - -	- - -
- - -	11 9 6	870 19 6	349 11 10	114 0 1	0 15 9	68 1 4	- - -	- - -
- - -	0 2 6	495 15 6	165 11 7	39 9 3	15 18 0	19 0 5	- - -	- - -
- - -	4 0 0	1,035 15 9	301 16 3	200 10 8	138 13 0	75 17 11	- - -	- - -
- - -	446 0 5	21,581 9 3	6,015 5 9	3,887 3 4	2,296 10 11	1,506 6 10	501 6 10	- - -

COUNTY OF HEREFORD.

- - -	5 0 0	647 0 0	195 19 3	131 1 0	96 2 6	1 8 6	- - -	- - -
- - -	25 10 0	3,542 2 11	494 13 4	253 5 8	353 10 1	80 1 0	46 19 8	- - -
- - -	68 0 0	4,064 0 0	1,534 6 4	530 12 10	303 8 11	23 8 10	- - -	- - -
- - -	- - -	6,653 0 0	1,006 3 6	403 13 4	767 3 1	4 13 1	- - -	- - -
- - -	12 10 0	1,629 10 0	469 10 7	263 14 8	631 1 9	18 2 3	- - -	- - -
400 0 0	134 0 4	5,113 0 4	451 0 9	476 6 8	794 13 0	8 17 9	- - -	- - -
- - -	304 16 4	3,970 19 10	683 5 5	638 16 5	596 6 7	55 11 1	28 3 0	- - -
- - -	23 0 0	4,005 0 0	1,084 10 1	695 15 5	237 18 9	28 11 4	107 2 2	- - -
- - -	45 15 0	2,719 15 0	454 10 11	155 5 3	372 7 2	1 13 3	- - -	- - -
- - -	1 5 0	1,773 18 6	514 11 1	116 2 10	75 9 4	8 14 4	1 1 0	- - -
400 0 0	619 16 8	34,118 6 7	6,888 11 3	3,664 14 1	4,208 1 2	231 1 5	183 5 10	- - -



## COUNTY OF GLOUCESTER—continued.

NAME OF DISTRICT.	EXPENDITURE—continued.							
	Improvements.	Charges on the Common Fund.						Other Common Charges.
		Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Northleach	5 15 0	- - -	- - -	446 4 5	180 0 0	10 4 6		
Sodbury	276 11 5	- - -	50 0 0	1,519 17 6	240 0 0	21 7 1		
Stow-on-the-Wold	4 6 4	- - -	- - -	28 2 6	165 0 0	8 14 11		
Stroud	- - -	109 11 6	630 6 0	53 1 4	140 0 0	7 18 8		
Tetbury	- - -	4 10 0	49 4 1	353 4 11	180 0 0	4 8 6		
Thornbury	469 12 6	- - -	- - -	970 19 9	165 0 0	20 9 9		
Wheatenhurst	- - -	7 10 0	- - -	509 1 8	185 0 0	23 1 9		
Winchcomb	- - -	- - -	- - -	2,760 1 7	165 0 0	51 16 7		
Wotton-under-Edge	- - -	- - -	- - -	859 3 1	106 0 0	2 12 6		
	812 18 1	132 6 6	3,692 1 9	15,332 0 7	3,478 0 0	708 11 6		

## COUNTY OF HANTS.

Alresford	- - -	- - -	- - -	246 18 8	185 0 0	28 11 10	
Alton	- - -	- - -	- - -	241 15 6	164 0 0	11 19 6	
Andover	- - -	- - -	- - -	202 18 4	198 15 0	36 18 6	
Basingstoke	- - -	- - -	14 15 5	110 16 2	220 0 0	19 9 1	
Catherington	- - -	- - -	- - -	142 4 9	60 0 0	- - -	
Christchurch	- - -	- - -	- - -	2 0 9	81 3 6	23 5 8	
Droxford	38 0 0	33 8 10	33 9 3	51 17 7	180 0 0	10 3 9	
Fareham	- - -	1 1 0	- - -	429 2 2	160 0 0	13 3 3	
Fordingbridge	- - -	- - -	- - -	20 12 6	85 0 0	4 19 7	
Hartley Wintney	- - -	- - -	- - -	498 5 9	260 0 0	20 0 16	
Havant	- - -	- - -	- - -	221 4 7	45 0 0	118 14 11	
Headley	- - -	- - -	- - -	- - -	70 0 0	5 7 5	
Hursley	- - -	- - -	- - -	0 7 0	45 0 0	3 7 0	
Kingsclere	- - -	- - -	30 10 7	- - -	150 0 0	7 8 0	
Lymington	190 0 0	- - -	- - -	- - -	125 0 0	12 16 0	
New Forest	- - -	- - -	- - -	235 5 6	175 0 0	15 12 7	
Petersfield	- - -	- - -	299 19 9	- - -	175 0 0	32 8 9	
Ringwood	- - -	- - -	- - -	1 5 2	70 0 0	7 10 11	
Romsey	- - -	- - -	- - -	2 19 0	78 0 0	4 7 6	
South Stoneham	- - -	85 2 9	- - -	- - -	125 0 0	3 12 0	
Stockbridge	- - -	- - -	- - -	62 15 0	100 0 0	5 3 0	
Whitchurch	- - -	- - -	0 12 0	58 16 6	82 10 0	3 3 9	
Winchester	- - -	- - -	34 9 11	114 2 11	200 0 0	11 6 5	
	228 0 0	119 12 7	413 16 11	2,643 7 10	3,034 8 6	399 9 10	

## COUNTY OF HEREFORD.

Bredwardine	- - -	51 17 10	- - -	125 11 9	98 0 0	11 7 6	
Bromyard	- - -	- - -	1,693 18 11	428 5 1	252 12 10	6 18 6	
Dore	- - -	- - -	- - -	953 3 7	190 0 0	23 9 5	
Hereford	- - -	- - -	- - -	3,677 4 11	400 0 0	39 17 4	
Kington	- - -	127 0 0	- - -	- - -	130 0 0	34 5 11	
Ledbury	110 9 11	- - -	127 3 1	2,168 19 9	264 0 0	17 18 0	
Leominster	- - -	97 5 11	6 16 0	960 5 0	232 0 0	25 6 8	
Ross	- - -	- - -	37 15 0	1,640 7 11	280 0 0	23 3 0	
Weobley	- - -	19 0 0	- - -	1,008 18 11	177 13 6	5 18 3	
Wigmore	- - -	87 12 8	- - -	373 10 3	156 10 0	20 13 1	
	110 9 11	382 16 5	1,865 13 0	11,336 7 2	2,180 16 4	208 17 8	

COUNTY OF GLOUCESTER—continued.

				BALANCE, 31st December 1875..		DEBTS.		
Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	- - -	2,089 5 0	340 5 4	86 19 2	- - -	- - -	- - -
- - -	- - -	- - -	4,606 10 10	305 6 4	- - -	- - -	- - -	- - -
5 10 0	10 0 0	15 16 6	1,483 1 5	317 10 11	14 19 9	100 0 0	5	- - -
- - -	- - -	- - -	1,272 7 5	146 2 1	1 3 2	- - -	- - -	- - -
- - -	- - -	- - -	757 17 9	136 10 8	61 1 0	- - -	- - -	- - -
10 10 7	- - -	0 10 6	2,813 0 7	973 3 0	- - -	468 0 0	4½	- - -
- - -	- - -	4 0 0	2,311 7 11	52 14 7	160 13 7	- - -	- - -	- - -
- - -	- - -	- - -	5,214 0 4	468 6 2	51 5 10	- - -	- - -	- - -
- - -	- - -	- - -	1,362 1 7	38 4 0	13 0 10	- - -	- - -	- - -
16 0 7	10 0 0	419 5 9	49,244 14 0	5,630 11 5	1,574 12 6	568 0 0	-	- - -

COUNTY OF HANTS.

- - -	- - -	- - -	1,105 4 11	255 10 9	21 19 7	- - -	- - -	- - -
- - -	- - -	- - -	1,756 10 3	289 13 7	214 5 1	- - -	- - -	- - -
- - -	- - -	10 0 0	1,046 0 3	410 15 8	54 18 8	- - -	- - -	- - -
- - -	- - -	73 7 5	1,383 14 7	523 16 4	34 0 6	- - -	- - -	- - -
- - -	- - -	- - -	361 3 8	212 0 7	26 2 6	- - -	- - -	- - -
- - -	- - -	- - -	844 18 10	350 18 6	60 11 1	- - -	- - -	- - -
- - -	- - -	2 2 0	982 14 9	646 1 3	4 11 6	- - -	- - -	- - -
- - -	- - -	1 0 0	1,244 5 11	292 8 0	- - -	- - -	- - -	- - -
- - -	- - -	- - -	335 14 5	1 1 11	21 1 1	- - -	- - -	- - -
- - -	- - -	3 0 0	1,878 16 8	153 11 4	43 1 6	- - -	- - -	- - -
- - -	- - -	- - -	1,284 3 5	136 8 9	79 1 4	- - -	- - -	- - -
- - -	- - -	- - -	362 19 11	169 19 11	7 1 10	- - -	- - -	- - -
- - -	- - -	2 6 3	208 1 8	83 3 6	5 14 6	- - -	- - -	- - -
- - -	- - -	0 4 2	764 5 9	353 4 6	1 16 3	- - -	- - -	- - -
3 17 1	- - -	0 1 0	806 17 5	2 2 9	130 15 7	- - -	- - -	- - -
- - -	- - -	- - -	1,329 7 8	89 12 3	118 5 0	- - -	- - -	- - -
- - -	- - -	- - -	1,572 4 6	352 9 4	31 7 10	- - -	- - -	- - -
- - -	- - -	2 7 0	449 2 1	46 3 1	45 15 4	- - -	- - -	- - -
- - -	- - -	- - -	379 5 10	110 4 8	4 4 1	- - -	- - -	- - -
- - -	- - -	16 0 0	901 16 2	325 17 5	14 5 3	- - -	- - -	- - -
- - -	- - -	- - -	700 7 0	242 17 1	25 5 7	- - -	- - -	- - -
- - -	- - -	- - -	385 1 6	211 1 4	1 10 9	- - -	- - -	- - -
- - -	- - -	- - -	1,076 17 1	339 4 4	59 9 3	- - -	- - -	- - -
3 17 1	- - -	110 7 10	21,159 14 3	5,598 6 10	1,005 4 1	- - -	- - -	- - -

COUNTY OF HEREFORD.

- - -	- - -	- - -	711 8 4	110 8 1	123 2 10	- - -	- - -	- - -
- - -	- - -	3 5 0	3,593 10 1	900 16 9	83 0 0	- - -	- - -	- - -
- - -	- - -	45 0 0	3,603 9 11	1,144 2 6	83 9 6	- - -	- - -	- - -
- - -	- - -	29 0 10	6,327 16 1	1,069 17 7	86 17 8	- - -	- - -	- - -
- - -	- - -	- - -	1,673 15 2	218 18 8	32 9 3	- - -	- - -	- - -
- - -	- - -	20 11 0	4,439 19 11	588 8 4	106 14 3	400 0 0	*9	- - -
- - -	- - -	28 11 2	3,352 7 3	407 8 4	73 16 7	- - -	- - -	- - -
- - -	- - -	5 4 1	4,140 7 9	376 1 7	341 14 10	- - -	- - -	- - -
- - -	- - -	0 19 4	2,196 6 7	586 9 9	90 2 9	- - -	- - -	- - -
- - -	- - -	5 7 6	1,359 12 1	437 2 0	- - -	- - -	- - -	- - -
- - -	- - -	137 18 11	31,398 13 2	5,839 13 7	1,021 7 8	400 0 0	-	- - -

\* This percentage is calculated upon the annual instalment of 55*l*. payable for 12 years.

## COUNTY OF HERTFORD.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
76,984	Buntingford - - -	26	131 3	23 4	194 5 9	87 1 5	2,866 0 0	- - -
95,463	Hadham - - -	17	131 7	14 0	215 3 2	46 0 10	2,640 0 0	- - -
81,503	Hatfield - - -	12	191 6	7 7	397 9 5	2 0 2	1,388 0 0	165 14 8
91,729	Hertford - - -	24	138 3	20 2	533 8 3	52 2 11	1,513 6 8	- - -
73,519	Hitchin - - -	23	123 2	7 6	320 2 4	24 14 3	1,687 0 0	- - -
113,049	St. Albans - - -	13	194 0	10 6	728 19 5	370 2 2	2,381 17 11	- - -
108,622	Watford - - -	7	150 0	6 6	663 6 3	98 8 1	2,035 15 0	- - -
640,869		122	1,060 5	90 7	3,052 14 7	680 9 10	14,511 19 7	165 14 8

## COUNTY OF HUNTINGDON.

86,649	Hurstingstone - - -	17	78 2	25 6	109 0 2	120 15 2	2,338 0 0	- - -
80,608	Leightonstone - - -	31	119 3	17 0	499 15 11	92 4 9	2,610 0 0	616 1 4
91,685	Norman Cross - - -	26	95 1	29 7	207 3 9	261 3 7	4,418 0 0	- - -
69,390	Toseland - - -	19	69 3	23 7	353 15 3	24 0 7	1,750 0 0	2 13 10
25,739	Warboys - - -	6	25 6	4 4	342 2 7	25 15 3	1,370 0 0	- - -
354,071		99	387 7	101 0	1,511 17 8	523 19 4	12,486 0 0	618 15 2

## COUNTY OF KENT.

78,720	Appledore - - -	16	200 0	9 7	237 16 10	12 10 1	3,581 0 0	- - -
89,700	Ashford - - -	24	216 7	33 3	1,187 14 4	1 3 6	3,045 0 0	- - -
130,698	Bearsted - - -	31	347 0	26 0	488 14 0	597 8 5	5,215 0 0	- - -
204,006	Bromley - - -	16	163 1	17 2	992 6 4	521 2 2	6,662 10 0	- - -
132,634	Cranbrook - - -	13	175 2	52 2	772 17 1	0 14 0	7,055 0 0	15 0 0
194,791	Dartford - - -	20	245 4	27 0	1,810 3 9	- - -	4,396 0 0	- - -
71,317	Elham - - -	23	264 6	9 4	617 3 5	89 1 8	2,982 10 5	- - -
207,409	Faversham - - -	42	291 2	29 2	516 1 0	155 19 3	5,084 9 0	- - -
116,179	Home - - -	26	188 1	17 5	646 0 7	8 3 10	2,940 0 0	- - -
29,086	Hoo - - -	7	53 0	- - -	70 5 10	148 4 0	1,745 0 0	- - -
148,259	Malling - - -	24	176 0	30 2	721 3 0	225 5 2	6,418 0 0	73 1 0
87,223	New Romney - - -	20	141 7	- - -	874 14 6	- - -	3,376 0 0	- - -
97,367	Rochester - - -	18	126 6	7 2	392 4 6	165 0 1	2,739 0 0	- - -
81,747	Sevenoaks - - -	10	188 5	27 1	206 19 9	313 14 11	3,737 3 1	- - -
32,618	Sheppey - - -	7	38 2	- - -	251 19 8	201 14 7	900 0 0	- - -
112,389	Thanet, Isle of - - -	10	123 3	0 3	921 11 1	- - -	2,187 0 0	- - -
128,892	Tonbridge - - -	16	187 7	30 2	393 3 10	1,198 4 8	8,633 0 0	102 1 6
176,106	Wingham - - -	53	381 2	18 1	675 10 5	66 9 10	3,704 8 5	149 1 0
2,119,141		376	3,508 7	335 4	11,776 9 11	3,704 16 2	74,401 0 11	339 3 6

## COUNTY OF LANCASTER.

37,580	Childwall - - -	5	51 0	- - -	446 6 7	178 10 4	1,628 0 0	- - -
102,046	Garstang - - -	23	212 3	4 6	232 1 11	78 9 6	3,221 19 10	- - -
186,375	Leyland - - -	35	265 0	41 7	4,091 3 2	- - -	9,112 0 0	202 10 0
68,840	Ormskirk - - -	6	77 0	6 0	227 12 3	85 19 6	4,215 0 0	- - -
87,019	Prescot - - -	6	51 1	11 5	608 1 2	475 3 3	3,433 3 2	- - -
40,435	Sefton - - -	9	68 7	1 6	570 15 9	65 9 5	2,717 0 0	- - -
84,342	Southport - - -	7	192 0	3 2	222 12 5	1,082 13 3	4,156 5 5	- - -
99,649	Warrington - - -	14	181 2	3 3	284 1 10	521 1 0	3,786 0 0	- - -
706,286		105	1,098 5	72 5	6,682 15 1	2,487 6 3	32,269 8 5	202 10 0



## COUNTY OF HERTFORD.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	9 10 0	2,875 10 0	623 11 3	333 11 8	731 5 7	74 5 6	- - -
- - -	39 1 3	2,679 1 3	646 14 1	0 12 0	816 5 8	255 17 4	8 3 0
- - -	7 11 8	1,561 6 4	620 9 11	193 8 9	411 16 8	87 4 11	- - -
- - -	99 0 0	1,612 6 8	512 3 11	66 1 6	375 15 1	92 14 8	- - -
- - -	12 19 3	1,699 19 3	456 7 11	178 19 9	370 14 4	37 3 7	- - -
- - -	195 5 11	2,577 3 10	773 18 2	336 10 4	522 9 2	359 7 2	- - -
- - -	15 0 0	2,050 15 0	486 6 7	307 12 0	250 6 11	201 15 3	- - -
- - -	378 8 1	15,056 2 4	4,119 11 10	1,416 16 0	3,478 13 5	1,108 8 5	3 3 0

## COUNTY OF HUNTINGDON.

- - -	782 8 1	3,120 8 1	644 18 10	287 12 5	669 0 1	53 10 1	- - -
- - -	69 4 6	3,295 5 10	467 17 2	350 11 2	945 19 1	87 18 0	5 18 4
450 0 0	30 16 3	4,898 16 3	531 18 0	350 19 5	1,621 13 10	38 5 8	18 1 11
- - -	394 11 5	2,147 5 3	334 4 7	386 6 4	823 11 8	59 12 8	- - -
- - -	5 11 2	1,375 11 2	215 14 4	508 19 6	335 13 11	97 10 5	14 5 0
450 0 0	1,282 11 5	14,837 6 7	2,194 12 11	1,884 8 10	4,395 18 7	336 16 10	38 5 3

## COUNTY OF KENT.

- - -	1 11 2	3,582 11 2	534 16 10	706 16 8	1,199 8 7	20 2 4	- - -
- - -	26 17 6	3,071 17 6	926 4 1	431 1 8	733 17 5	81 6 8	- - -
- - -	16 9 6	5,231 9 6	1,465 1 11	329 9 3	1,215 13 7	163 17 3	- - -
- - -	43 15 9	6,706 5 9	1,317 2 11	851 4 11	1,480 7 7	536 5 1	82 16 5
- - -	101 6 0	7,171 6 0	1,160 10 9	1,763 13 3	1,016 7 8	72 9 1	- - -
- - -	84 5 0	4,480 5 0	1,865 3 0	497 15 8	1,041 5 5	177 16 3	229 18 9
- - -	- - -	2,982 10 5	1,083 0 8	510 8 4	838 2 11	25 13 2	- - -
- - -	42 0 0	5,126 9 0	1,483 5 7	73 16 3	1,423 19 9	35 2 5	- - -
- - -	35 8 6	2,975 8 6	1,303 19 9	363 2 6	358 17 8	32 13 10	- - -
- - -	- - -	1,745 0 0	397 16 5	298 12 9	810 10 0	77 5 5	- - -
- - -	503 9 0	6,994 10 0	1,265 6 11	957 12 5	1,759 13 10	312 2 7	- - -
- - -	3 8 0	3,379 8 0	818 2 11	47 19 2	1,764 4 4	152 14 9	- - -
- - -	2 0 0	2,741 0 0	727 3 1	150 2 7	802 17 8	16 0 11	- - -
- - -	2 13 9	3,739 16 10	970 13 9	221 3 9	412 15 8	7 4 10	- - -
400 0 0	0 12 4	1,300 12 4	377 11 3	3 5 0	185 10 3	75 5 11	- - -
- - -	0 7 0	2,187 7 0	687 13 3	520 2 1	950 8 9	49 14 1	- - -
- - -	43 13 3	8,778 14 9	890 0 11	2,147 8 2	1,100 11 11	243 15 0	- - -
- - -	- - -	3,853 9 5	1,211 16 1	518 3 6	775 2 4	50 9 1	- - -
400 0 0	907 16 9	76,048 1 2	18,485 10 1	10,391 17 11	17,869 15 4	2,129 18 8	312 15 2

## COUNTY OF LANCASTER.

- - -	- - -	1,628 0 0	705 3 3	258 8 9	191 11 7	36 16 4	- - -
- - -	- - -	3,221 19 10	1,402 4 3	477 7 1	756 9 7	77 19 5	- - -
- - -	69 5 8	9,383 15 8	2,315 3 5	1,425 13 0	1,853 13 11	111 17 11	50 1 5
- - -	3 0 0	4,218 0 0	898 19 6	535 3 8	1,548 15 5	117 10 4	28 13 0
- - -	- - -	3,433 3 2	901 19 10	269 6 10	200 17 7	48 8 2	9 18 8
- - -	12 8 1	2,729 8 1	360 1 5	258 9 3	652 9 1	288 13 9	- - -
- - -	7 15 9	4,164 1 2	955 15 4	363 2 5	876 17 6	24 19 1	- - -
- - -	313 18 3	4,099 18 3	1,097 9 10	716 14 3	853 10 8	93 9 1	- - -
- - -	406 7 9	32,878 6 2	8,636 16 10	4,304 5 3	6,934 5 4	799 14 1	88 13 1

(Continued on page 52.)

## COUNTY OF HERTFORD.

## EXPENDITURE—continued.

NAME OF DISTRICT.	Charges on the Common Fund.					
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Buntingford - - - - -	437 2 5	- - -	- - -	765 11 3	265 0 0	14 19 8
Hadham - - - - -	234 5 10	- - -	- - -	420 7 8	265 0 0	13 11 8
Hatfield - - - - -	- - -	- - -	- - -	155 2 9	230 0 0	16 3 1
Hertford - - - - -	160 0 0	- - -	- - -	434 15 2	225 0 0	16 19 1
Hitchin - - - - -	- - -	48 2 0	- - -	121 3 8	250 0 0	5 1 0
St. Albans - - - - -	- - -	- - -	- - -	143 2 2	275 0 0	16 2 8
Watford - - - - -	- - -	- - -	- - -	368 9 1	217 15 10	25 12 6
	831 8 3	48 2 0	- - -	2,408 11 9	1,727 15 10	108 9 8

## COUNTY OF HUNTINGDON.

Hurstingstone - - - - -	- - -	- - -	- - -	549 17 4	160 0 0	- - -
Leightonstone - - - - -	- - -	25 0 0	291 12 1	477 14 10	200 0 0	6 14 2
Norman Cross - - - - -	547 8 6	- - -	- - -	1,204 3 8	220 0 0	34 11 8
Toseland - - - - -	- - -	67 10 0	- - -	385 1 5	130 0 0	9 14 0
Warboys - - - - -	16 3 11	- - -	132 10 5	- - -	60 0 0	28 10 5
	563 12 5	92 10 0	424 2 6	2,616 17 3	770 0 0	79 10 3

## COUNTY OF KENT.

Appledore - - - - -	209 15 2	72 2 7	- - -	190 17 4	240 0 0	49 1 0
Ashford - - - - -	63 15 9	49 16 0	- - -	596 16 5	375 0 0	27 9 0
Bearsted - - - - -	- - -	166 1 1	- - -	1,209 2 11	440 0 0	57 12 5
Bromley - - - - -	- - -	- - -	- - -	1,212 7 8	320 0 0	100 7 11
Cranbrook - - - - -	25 0 0	322 14 8	15 0 0	2,006 4 9	300 0 0	10 14 2
Dartford - - - - -	- - -	- - -	- - -	1,022 12 5	160 0 0	157 1 7
Elham - - - - -	- - -	66 15 0	- - -	114 17 7	290 0 0	22 12 6
Faversham - - - - -	236 6 2	5 18 6	- - -	899 6 0	478 0 0	36 15 5
Home - - - - -	79 17 2	- - -	- - -	500 1 4	350 0 0	37 14 1
Hoo - - - - -	- - -	- - -	- - -	- - -	125 0 0	32 9 11
Malling - - - - -	- - -	55 13 9	73 1 0	1,724 10 6	355 0 0	264 0 8
New Romney - - - - -	- - -	- - -	- - -	- - -	210 0 0	132 19 0
Rochester - - - - -	25 5 5	47 6 0	10 0 0	296 19 8	230 5 0	31 7 0
Sevenoaks - - - - -	- - -	- - -	- - -	1,102 19 10	310 0 0	13 19 0
Sheppey - - - - -	399 17 4	- - -	- - -	- - -	115 0 0	20 8 11
Thanet, Isle of - - - - -	- - -	- - -	220 7 3	- - -	175 0 0	12 3 11
Tonbridge - - - - -	- - -	- - -	828 16 5	1,535 2 5	350 0 0	44 13 10
Wingham - - - - -	- - -	29 12 8	- - -	564 0 3	385 0 0	57 5 11
	1,039 17 0	816 0 3	1,147 4 8	12,975 19 1	5,208 5 0	1,108 15 10

## COUNTY OF LANCASTER.

Childwall - - - - -	116 8 8	- - -	- - -	- - -	200 0 0	3 15 0
Garstang - - - - -	- - -	- - -	- - -	71 12 10	145 0 0	37 2 7
Leyland - - - - -	- - -	45 0 0	480 2 0	3,816 8 11	400 0 0	72 10 11
Ormskirk - - - - -	- - -	- - -	- - -	714 12 10	177 10 0	6 2 11
Prescot - - - - -	- - -	- - -	- - -	1,578 7 10	265 0 0	12 18 0
Sefton - - - - -	54 11 3	- - -	- - -	313 16 5	140 0 0	36 10 5
Southport - - - - -	- - -	- - -	- - -	127 5 4	190 0 0	17 8 7
Warrington - - - - -	- - -	- - -	- - -	383 14 9	262 10 0	113 6 2
	170 19 11	45 0 0	480 2 0	7,005 18 11	1,780 0 0	299 14 7

## COUNTY OF HERTFORD.

Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	BALANCE, 31st December 1875.		DEBTS.		
				In Hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
			3,245 7 4	84 16 8	347 9 8			
19 16 7	20 0 0		2,695 13 10	261 3 10	108 14 1	380 0 0	5	
		63 11 6	1,777 17 7	285 0 10	106 2 10			
		1 8 0	1,884 17 5	408 3 8	199 9 1			
		2 18 1	1,470 10 4	537 3 2	12 6 2			
		150 0 0	2,576 9 8	592 19 3	233 7 10			
			1,857 18 2	769 9 10	11 14 10			
19 16 7	20 0 0	217 17 7	15,508 14 4	2,938 17 3	1,019 4 6	380 0 0		

## COUNTY OF HUNTINGDON.

26 5 0	50 0 0	60 8 9	2,501 12 6	607 0 7	- - -	785 0 0	5	-
18 11 0	16 5 6	- - -	2,894 1 4	888 1 0	79 5 4	292 17 0	6	-
103 6 11	158 0 0	58 6 1	4,886 15 8	295 8 2	337 7 5	2,112 10 0	5	-
		23 1 9	2,219 2 5	326 0 2	68 2 8			
			1,409 7 11	322 14 3	40 3 8			
148 2 11	224 5 6	141 16 7	13,910 19 10	2,439 4 2	524 19 1	3,190 7 0	-	-

## COUNTY OF KENT.

		38 3 4	3,261 3 10	547 8 0	0 13 11			
			3,285 17 0	980 6 0	7 4 8			
		23 12 5	5,070 10 10	405 6 4	353 2 1			
		1 5 0	5,901 17 6	1,385 7 9	109 15 4			
			6,692 14 4	1,250 14 9				
		23 8 0	5,175 1 1	1,122 14 10	7 7 2			
		383 5 6	3,334 15 8	393 7 4	217 10 10			
		30 0 0	4,702 10 1	886 14 0	102 13 4			
			3,026 6 4	633 9 2	46 10 3			
		8 10 0	1,750 4 6	135 14 1	218 16 9			
		662 12 8	7,429 13 11	698 0 9	637 6 10			
		7 15 6	3,133 15 8	1,120 6 10				
20 2 2	22 10 0	0 14 5	2,380 13 11	671 12 0	84 1 6	382 10 0	5	
		51 13 0	3,090 9 10	548 0 2	5 8 4			
			1,176 18 8	184 19 4	11 0 7	400 0 0	5	
		12 0 5	2,627 9 9	536 6 11	54 18 7			
62 10 0	95 0 0	1 10 2	7,299 8 10	993 9 3	319 4 2	1,170 0 0	5	
		521 6 1	4,112 15 11	702 16 4	353 2 3			
82 12 2	117 10 0	1,765 16 6	73,451 17 8	13,196 13 10	2,528 16 7	1,952 10 0	-	-

## COUNTY OF LANCASTER.

96 6 6	116 4 3		1,724 14 4	280 15 10	109 13 11	1,851 9 7	5	-
			2,967 15 9	508 19 3	101 2 9			
76 17 1		139 1 0	10,786 9 7	2,689 0 4	0 11 1	1,550 0 0	5	-
		80 2 5	4,107 10 1	407 16 4	155 13 8			
115 10 8	160 0 0	0 15 0	3,563 2 7	487 10 1	484 11 7	2,170 0 0	5	-
154 11 7	215 0 0	14 14 7	2,488 17 9	745 16 8		3,010 0 5	5	-
		153 10 2	2,708 18 5	897 4 10	302 2 11			
		33 6 1	3,554 0 10	419 8 6	110 10 8			
443 5 10	491 4 3	42 9 3	31,901 9 4	6,436 11 10	1,264 6 2	8,581 10 0	-	-



## COUNTY OF LEICESTER.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
73,369	Ashby-de-la-Zouch - -	27	99 2	15 2	195 0 9	193 15 1	1,586 13 9	387 9 9
42,767	Belvoir - - -	15	97 3	3 6	381 16 4	2 17 4	2,355 0 0	- - -
68,152	East Norton - - -	32	134 0	0 4	235 9 5	113 9 4	2,271 0 0	- - -
20,605	Leicester - - -	69	278 3	39 5	29 12 8	442 5 4	5,654 2 0	1,031 19 0
132,645	Loughborough - -	33	246 7	- -	350 0 10	406 13 11	3,388 10 0	- - -
104,244	Lutterworth - - -	34	158 5	21 0	180 16 11	210 3 1	3,040 0 0	- - -
140,665	Market Bosworth -	56	209 3	28 4	539 18 9	350 7 0	3,006 0 0	222 17 0
92,719	Market Harborough -	25	127 5	7 0	242 3 5	247 12 11	2,475 0 0	- - -
132,680	Melton Mowbray - -	37	319 0	- -	346 16 2	154 3 4	5,736 0 0	- - -
807,846		328	1,670 4	114 9	2,451 15 3	2,121 7 4	29,512 5 9	1,642 5 9

## COUNTY OF LINCOLN.

67,458	Axholme, Isle of - -	15	115 0	- -	217 4 3	91 6 7	5,459 9 2	- - -
94,413	Gainsborough - - -	34	189 7	1 4	1,851 14 2	622 8 5	5,629 0 0	- - -
161,871		49	304 7	1 4	2,068 18 5	713 15 0	11,088 9 2	- - -

## COUNTY OF MIDDLESEX.

147,853	Edgware - - - -	8	94 1	18 0	1,387 19 11	1,215 14 2	8,293 0 0	- - -
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## COUNTY OF MONMOUTH.

64,361	Abergavenny - - -	20	143 2	4 0	426 1 11	37 14 2	1,182 6 5	- - -
28,077	Caerleon - - - -	8	57 6	- -	122 18 9	52 10 5	1,226 4 1	- - -
36,399	Chepstow - - - -	24	92 7	26 6	201 6 0	157 5 6	1,155 6 10	- - -
45,718	Christchurch - - -	17	103 4	3 0	21 6 4	98 9 0	1,571 0 0	- - -
32,098	Monmouth and Skenfrith -	11	95 2	9 1	113 8 6	118 12 11	1,485 10 0	- - -
83,627	Newport - - - -	18	139 1	- -	171 18 0	45 12 10	1,881 0 0	- - -
38,057	Pontypool and Usk - -	18	99 7	14 2	110 13 1	302 9 5	1,426 10 0	- - -
42,189	Raglan and Trelleck - -	20	153 5	14 5	121 1 8	140 14 10	1,266 0 0	- - -
370,526		136	885 2	71 6	1,288 14 3	953 9 1	11,193 17 4	- - -

## COUNTY OF NORTHAMPTON.

113,940	Brackley - - - -	35	151 4	30 3	1,614 15 6	1 10 10	3,660 0 0	- - -
89,685	Brixworth - - - -	30	130 4	25 0	283 0 8	203 7 3	3,711 0 0	- - -
133,795	Hardingstone - - -	35	133 8	28 4	832 3 6	404 8 9	5,116 0 0	- - -
127,178	Irthlingborough - -	27	129 4	10 6	100 5 0	204 16 0	3,944 0 0	- - -
132,648	Kettering - - - -	35	147 6	31 2	334 8 8	41 2 7	4,264 0 0	- - -
106,598	Kingscliffe - - - -	39	139 1	20 6	231 3 7	184 6 11	3,661 0 0	- - -
79,770	Little Bowden - - -	24	115 1	9 4	293 13 1	0 13 6	2,588 0 0	- - -
68,070	Thrapston - - - -	17	81 5	6 1	238 5 7	107 11 9	2,860 0 0	- - -
147,920	Towcester - - - -	40	164 4	0 6	314 0 9	275 18 11	3,700 15 0	80 6 5
171,536	Weedon - - - -	40	207 5	24 3	355 12 11	503 19 1	4,946 0 0	- - -
1,171,140		322	1,401 2	196 3	4,592 9 3	1,928 0 7	38,450 15 0	80 6 5

## COUNTY OF LEICESTER.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	66 18 7	2,041 2 1	333 7 0	213 18 8	443 19 0	47 7 0	- - -
- - -	0 10 10	2,355 10 10	546 9 10	245 15 2	1,168 2 11	30 7 0	- - -
- - -	12 16 6	2,283 16 6	513 10 1	472 0 11	842 15 7	94 16 6	- - -
- - -	384 1 3	7,070 2 3	912 9 2	457 17 2	1,591 9 3	165 6 10	- - -
- - -	159 4 2	3,547 14 2	886 8 10	629 18 7	1,069 2 9	148 5 3	36 19 0
- - -	130 1 1	3,170 1 1	488 11 7	242 6 11	948 2 5	54 5 4	- - -
- - -	6 13 0	3,235 10 0	640 18 5	364 13 4	1,088 15 11	29 15 10	- - -
- - -	30 10 0	2,505 10 0	422 1 9	251 10 6	987 11 7	53 13 6	- - -
- - -	21 11 0	5,757 11 0	1,234 19 1	1,291 7 11	3,343 10 2	256 0 1	- - -
- - -	812 6 5	31,966 17 11	5,978 15 9	4,169 9 2	11,483 9 7	879 17 4	36 19 0

## COUNTY OF LINCOLN.

- - -	- - -	5,459 9 2	1,190 2 3	782 8 1	2,947 8 1	52 19 6	- - -
- - -	35 14 6	5,664 14 6	1,295 6 5	798 12 7	3,401 1 0	59 17 4	- - -
- - -	35 14 6	11,124 3 8	2,485 8 8	1,581 0 8	6,348 9 1	112 16 10	- - -

## COUNTY OF MIDDLESEX.

- - -	2,007 12 8	10,300 12 8	986 10 3	918 16 9	1,864 1 8	189 4 7	506 9 10
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## COUNTY OF MONMOUTH.

- - -	- - -	1,182 6 5	597 5 0	156 1 2	120 16 5	24 15 3	15 0 0
- - -	1 7 2	1,227 11 3	347 9 6	123 0 10	114 11 11	- - -	- - -
- - -	- - -	1,155 6 10	424 16 11	136 9 10	43 7 10	15 1 7	- - -
- - -	- - -	1,571 0 0	914 14 0	178 4 1	224 0 9	44 0 7	3 3 0
250 0 0	23 19 7	1,759 9 7	512 10 2	166 0 2	20 16 4	50 0 10	2 3 10
- - -	40 16 0	1,921 16 0	617 16 11	361 7 11	479 14 1	68 3 8	- - -
- - -	10 18 11	1,437 8 11	358 11 3	111 13 4	156 2 10	12 13 2	- - -
- - -	- - -	1,266 0 0	494 10 5	176 10 7	26 1 6	7 11 11	- - -
250 0 0	77 1 8	11,520 19 0	4,267 14 2	1,409 7 11	1,185 11 8	222 7 0	20 6 10

## COUNTY OF NORTHAMPTON.

- - -	27 14 5	3,687 14 5	1,394 5 9	353 18 4	954 9 1	98 0 4	- - -
- - -	21 4 6	3,732 4 6	653 8 1	587 5 6	1,204 17 3	96 10 4	- - -
- - -	14 15 1	5,130 15 1	914 16 11	433 6 4	1,416 5 0	116 8 11	- - -
- - -	40 7 3	3,984 7 3	1,004 1 9	660 3 3	757 16 1	508 12 6	8 18 6
- - -	45 4 11	4,309 4 11	622 15 11	511 13 9	1,694 4 4	372 10 3	2 18 8
- - -	58 14 0	3,719 14 0	1,565 15 1	387 11 8	516 4 2	138 18 0	- - -
- - -	43 8 8	2,631 8 8	436 3 3	264 14 4	1,070 2 11	99 3 0	- - -
- - -	1 1 0	2,861 1 0	597 14 2	496 5 0	677 13 0	261 0 11	5 10 10
- - -	- - -	3,781 1 5	1,080 4 11	524 13 4	1,077 15 7	261 7 6	- - -
- - -	31 2 3	4,977 2 3	1,000 2 0	670 7 9	2,046 19 7	15 9 1	- - -
- - -	283 12 1	38,814 13 6	9,269 7 10	4,894 19 3	11,416 7 0	1,968 0 10	17 8 0

(Continued on page 56.)

## COUNTY OF LEICESTER.

NAME OF DISTRICT.	EXPENDITURE—continued					
	Charges on the Common Fund.					Other Common Charges.
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ashby-de-la-Zouch	69 13 6	- - -	- - -	222 7 0	190 0 0	20 3 10
Belvoir	68 11 9	- - -	- - -	98 13 7	160 0 0	11 11 6
East Norton	- - -	- - -	- - -	26 12 2	140 0 0	14 11 9
Leicester	508 7 2	- - -	- - -	1,168 16 4	450 10 0	54 5 6
Loughborough	43 11 9	- - -	- - -	- - -	290 0 0	67 8 6
Lutterworth	32 16 4	- - -	- - -	550 18 9	250 0 0	39 14 4
Market Bosworth	- - -	- - -	- - -	419 2 9	255 0 0	7 16 3
Market Harborough	- - -	- - -	- - -	177 4 6	190 0 0	12 16 1
Melton Mowbray	- - -	- - -	- - -	133 13 11	235 0 0	38 18 1
	723 0 6	- - -	- - -	2,797 9 0	2,160 10 0	267 5 10

## COUNTY OF LINCOLN.

Axholme, Isle of	- - -	- - -	- - -	- - -	190 0 0	12 4 7
Gainsborough	- - -	- - -	- - -	26 7 0	240 0 0	27 12 1
	- - -	- - -	- - -	26 7 0	430 0 0	39 16 8

## COUNTY OF MIDDLESEX.

Edgware	- - -	- - -	- - -	4,342 2 9	452 10 0	60 18 9
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## COUNTY OF MONMOUTH.

Abergavenny	- - -	- - -	- - -	26 15 7	152 10 0	11 10 10
Caerleon	776 13 9	- - -	- - -	- - -	115 0 0	71 0 7
Chepstow	- - -	- - -	- - -	385 7 5	155 0 0	19 0 4
Christchurch	- - -	- - -	- - -	93 3 0	147 10 0	32 16 2
Monmouth and Skenfrith	250 0 0	386 10 0	- - -	114 9 6	136 5 0	18 13 0
Newport	- - -	160 0 0	- - -	- - -	195 0 0	18 2 2
Pontypool and Usk	43 11 0	- - -	- - -	131 3 8	120 0 0	11 9 8
Raglan and Trelleck	- - -	99 5 0	- - -	144 16 6	110 0 0	15 1 11
	1,070 4 9	645 15 0	- - -	895 15 8	1,131 5 0	197 14 8

## COUNTY OF NORTHAMPTON.

Brackley	- - -	- - -	- - -	883 6 8	240 0 0	15 2 5
Brixworth	- - -	- - -	- - -	1,272 12 10	230 0 0	17 12 8
Hardingstone	- - -	- - -	- - -	1,863 15 5	215 0 0	26 9 0
Irthlingborough	- - -	321 10 0	- - -	371 15 4	250 0 0	8 1 4
Kettering	- - -	149 4 10	- - -	1,111 2 11	270 0 0	27 17 8
Kingscliffe	37 13 5	77 18 6	- - -	673 16 1	310 0 0	21 12 7
Little Bowden	- - -	70 14 0	102 7 0	242 6 8	200 0 0	20 2 11
Thrapston	490 9 9	- - -	197 5 10	111 8 0	180 0 0	8 7 6
Towcester	- - -	- - -	- - -	286 8 1	325 0 0	13 3 6
Weedon	171 6 9	- - -	- - -	461 5 9	275 0 0	23 5 2
	699 9 11	619 7 4	299 12 10	7,277 17 9	2,495 0 0	181 14 9



## COUNTY OF LEICESTER.

				BALANCE, 31st December 1875.		DEBTS.		
Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	In hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
2 17 8	59 8 1	0 14 0	1,603 15 9	594 4 3	155 12 3	—	—	—
—	—	—	2,329 11 9	417 15 10	12 17 9	—	—	—
—	—	—	2,104 7 0	405 4 8	103 15 1	—	—	—
57 15 4	58 5 0	13 5 1	5,438 6 10	1,276 9 0	57 6 3	1,106 15 0	5	—
—	—	2 12 9	3,174 7 5	739 7 1	422 13 5	—	—	—
—	—	5 8 0	2,612 3 8	527 3 10	43 12 7	—	—	—
—	—	1 8 6	2,807 11 0	838 0 0	220 9 3	—	—	—
—	—	2 8 2	2,097 6 1	447 2 4	44 7 11	—	—	—
—	—	—	6,533 9 8	180 4 0	763 9 5	—	—	—
60 18 0	117 13 1	25 16 6	28,700 18 9	5,425 11 0	1,829 3 11	1,106 15 0	5	—

## COUNTY OF LINCOLN.

—	—	47 14 8	5,222 17 2	363 5 6	0 15 10	—	—	—
—	—	11 19 0	5,860 15 5	1,341 14 11	308 10 1	—	—	—
—	—	59 13 8	11,083 12 7	1,705 0 5	309 5 11	—	—	—

## COUNTY OF MIDDLESEX.

—	—	40 6 8	9,361 1 3	1,240 13 9	128 16 7	—	—	—
---	---	--------	-----------	------------	----------	---	---	---

## COUNTY OF MONMOUTH.

18 12 0	72 0 0	3 0 0	1,198 6 3	382 9 0	10 1 1	306 0 0	5	—
14 10 0	20 0 0	—	1,582 6 7	111 2 1	395 9 1	270 0 0	5	—
—	—	30 13 8	1,209 17 7	126 17 2	137 7 5	—	—	—
—	—	—	1,637 11 7	46 2 11	189 17 2	—	—	—
12 10 0	12 10 0	15 11 6	1,698 0 4	158 0 11	101 16 1	237 10 0	5	—
—	—	12 0 0	1,912 4 9	247 10 7	111 14 2	—	—	—
16 18 8	—	27 11 5	989 15 0	296 15 5	40 17 10	320 0 0	5½	—
—	—	—	1,073 17 10	223 11 7	51 2 7	—	—	—
62 10 8	104 10 0	88 16 7	11,301 19 11	1,592 9 8	1,038 5 5	1,133 10 0	—	—

## COUNTY OF NORTHAMPTON.

—	—	23 10 9	3,967 13 4	1,335 10 9	2 5 0	—	—	—
—	—	—	4,062 6 8	132 2 6	382 11 3	—	—	—
—	—	—	4,986 1 7	883 2 4	310 14 1	—	—	—
—	—	—	3,890 18 9	231 5 4	242 7 10	—	—	—
—	—	0 13 6	4,763 1 10	185 17 1	346 7 11	—	—	—
20 14 4	42 10 0	36 3 11	3,828 17 9	162 4 11	224 12 0	765 0 0	4½	—
—	—	0 5 0	2,505 19 1	420 11 11	2 7 9	—	—	—
—	—	19 15 6	3,045 10 6	141 10 4	200 6 0	—	—	—
—	—	—	3,568 12 11	529 3 1	278 12 9	—	—	—
—	—	0 14 0	4,664 10 1	436 1 4	271 15 4	—	—	—
20 14 4	42 10 0	81 2 8	39,283 12 6	4,457 9 7	2,261 19 11	765 0 0	—	—

## COUNTY OF NORTHUMBERLAND.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
74,837	Alnwick - - -	35	144 2	18 0	539 7 8	155 10 0	1,750 18 8	- - -
65,275	Belford - - -	36	96 2	12 4	405 8 10	9 12 6	1,460 9 0	- - -
39,279	Bellingham - - -	17	118 1	- -	82 4 6	23 15 3	754 10 0	- - -
78,608	Felton - - -	43	154 6	17 2	502 7 8	80 7 9	2,060 13 0	- - -
129,383	Glendale - - -	60	201 4	26 7	651 15 6	13 13 9	2,578 15 0	- - -
71,113	Haltwhistle - - -	19	150 2	17 0	57 16 0	71 15 10	1,637 2 6	- - -
94,085	Norham and Islandshires -	27	74 2	1 2	267 8 3	66 9 1	2,898 17 4	- - -
46,079	Rothbury - - -	41	114 4	8 4	173 19 7	96 7 3	1,063 0 0	- - -
47,058	Whittingham - - -	35	132 2	12 5	457 19 8	12 8 6	1,504 18 7	- - -
645,717		313	1,186 1	114 0	3,138 7 8	529 19 11	15,709 4 1	- - -

## COUNTY OF NOTTINGHAM.

105,211	Bingham - - -	35	171 5	9 0	333 16 5	50 3 4	3,242 4 1	- - -
58,362	Mansfield - - -	21	119 6	20 4	59 12 1	97 1 9	1,638 11 5	- - -
139,369	Newark - - -	50	198 5	26 4	1,002 12 3	57 7 1	4,475 0 0	- - -
131,368	Nottingham - - -	29	126 6	3 4	666 0 10	346 7 9	2,675 10 0	81 13 4
43,826	Ollerton - - -	18	104 6	4 5	210 18 4	19 18 4	787 10 0	- - -
244,520	Retford - - -	69	311 7	22 6	3,364 6 10	24 1 1	6,583 14 0	26 15 9
95,824	Rushcliffe - - -	27	122 5	8 6	650 5 0	520 18 1	3,514 18 0	- - -
94,838	Southwell - - -	33	107 1	29 4	339 13 11	94 8 1	1,927 0 0	- - -
913,318		282	1,263 1	125 1	6,627 5 8	1,210 5 6	24,844 7 6	108 9 1

## COUNTY OF OXFORD.

85,193	Bampton, East - -	24	110 7	17 4	1,146 7 5	- - -	2,672 0 0	- - -
54,828	Bampton, West - -	23	104 1	19 4	778 15 1	- - -	2,010 0 0	105 1 0
91,326	Banbury and Bloxham -	33	118 4	13 5	609 11 1	73 18 6	3,157 0 0	- - -
86,150	Bicester - - -	36	150 2	- -	206 7 8	81 18 10	3,521 0 0	28 3 10
96,281	Bullington - - -	49	109 1	- -	768 12 4	235 10 4	3,297 0 0	25 0 0
87,485	Chadlington - - -	43	166 2	- -	391 7 10	17 0 2	1,943 0 0	- - -
83,010	Henley - - -	20	241 3	4 2	553 18 10	1 15 10	1,665 11 7	16 5 3
85,702	Watlington - - -	39	155 0	9 0	295 11 3	263 11 0	2,901 5 1	12 0 11
98,271	Wootton - - -	34	126 7	22 4	280 7 10	90 4 5	1,790 0 0	- - -
768,246		301	1,282 3	86 3	5,030 19 4	763 19 1	22,956 16 8	186 11 0

## COUNTY OF SALOP.

45,972	Albrighton - - -	11	67 3	15 0	290 16 4	25 7 10	1,016 0 0	- - -
112,293	Bishop's Castle - -	30	382 4	- -	524 2 0	476 13 6	2,591 17 0	- - -
99,564	Bridgnorth - - -	25	181 7	15 4	760 11 7	- - -	2,113 0 0	- - -
43,527	Church Stretton - -	14	159 2	20 6	506 16 9	- - -	1,170 0 0	- - -
65,203	Cleobury Mortimer and Kidderminster - - }	19	182 0	7 4	176 2 0	112 9 0	2,169 0 0	- - -
178,738	Conover - - -	37	232 5	25 7	225 0 4	168 13 7	3,108 0 0	61 10 8
108,635	Drayton - - -	11	183 2	38 0	742 16 0	90 14 5	1,356 10 0	- - -
88,864	Ludlow - - -	23	165 7	67 0	295 10 10	305 11 8	3,976 11 9	- - -
62,203	Newport - - -	10	53 0	17 5	147 14 9	4 4 0	750 9 6	- - -
130,638	Oswestry - - -	12	277 4	8 0	272 4 4	98 10 6	2,272 15 0	- - -
58,665	Pimhill - - -	12	115 7	- -	111 14 0	45 12 3	880 0 0	- - -
89,030	Wem - - -	12	176 0	23 0	85 15 9	40 5 7	1,168 6 11	- - -
109,938	Wrekin - - -	14	116 4	39 0	674 6 2	- - -	2,250 5 1	- - -
1,198,270		230	2,293 5	277 2	4,813 10 10	1,368 2 4	24,822 15 3	61 10 8

## COUNTY OF NORTHUMBERLAND.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- - -	1,750 18 8	738 19 6	317 8 10	312 19 8	32 12 7	- - -
- - -	0 5 3	1,460 14 3	243 0 8	- - -	763 18 10	16 18 1	- - -
- - -	- - -	754 10 0	419 2 7	239 14 9	16 10 8	3 11 6	- - -
- - -	0 0 3	2,060 13 3	572 12 0	42 10 6	1,273 9 2	67 9 7	- - -
- - -	- - -	2,578 15 0	497 2 2	- - -	700 12 8	7 2- 1	- - -
- - -	0 10 0	1,637 12 6	505 10 4	99 14 4	23 9 7	6 17- 5	- - -
- - -	4 0 0	2,902 17 4	260 19 8	- - -	773 15 9	5 11 6	- - -
- - -	- - -	1,063 0 0	757 7 3	243 2 2	23 2 9	3 19- 4	- - -
- - -	- - -	1,504 18 7	568 14 7	203 11 9	148 11 10	36 7 1	- - -
- - -	4 15 6	15,713 19 7	4,563 8 9	1,146 2 4	4,036 10 11	180 9 2	- - -

## COUNTY OF NOTTINGHAM.

- - -	24 5 10	3,266 9 11	1,180 15 1	875 16 6	1,301 0 2	184 2 2	- - -
- - -	- - -	1,638 11 5	695 0 0	256 5 9	234 2 1	26 11 7	- - -
- - -	31 9 9	4,506 9 9	1,563 10 2	431 4 1	1,376 16 4	132 12 10	- - -
- - -	208 3 0	2,965 6 4	657 19 8	635 15 11	589 3 4	123 12 2	- - -
- - -	- - -	787 10 0	286 1 10	145 10 3	161 4 9	23 5 7	- - -
846 18 6	117 5 11	7,574 14 2	2,181 16 6	965 5 11	2,018 0 1	210 14 4	1 18 10
- - -	354 8 1	3,869 6 1	898 3 3	875 15 0	892 0 8	154 6 10	- - -
- - -	1 0 8	1,928 0 8	562 1 4	241 14 1	481 4 11	414 5 11	- - -
846 18 6	736 13 3	26,536 8 4	8,025 7 10	3,927 7 6	7,053 12 4	1,269 11 5	1 18 10

## COUNTY OF OXFORD.

- - -	24 16 5	2,696 16 5	1,686 16 9	24 17 0	229 19 3	18 11 7	- - -
- - -	35 6 6	2,150 7 6	1,078 4 10	144 10 11	58 2 10	44 9 6	- - -
- - -	37 16 5	3,194 16 5	747 18 0	387 2 8	818 16 11	35 4 8	- - -
- - -	6 10 2	3,555 14 0	2,084 14 11	166 8 8	119 2 5	28 11 9	- - -
- - -	4 1 0	3,326 1 0	1,008 9 9	314 4 4	935 0 5	29 1 7	- - -
- - -	41 4 10	1,984 4 10	1,645 12 7	12 18 0	53 15 11	39 3 5	- - -
- - -	9 12 0	1,691 8 10	813 15 2	232 17 1	158 10 11	39 16 8	- - -
- - -	37 2 2	2,950 8 2	1,035 5 2	110 7 2	1,186 19 8	189 13 9	- - -
- - -	100 5 0	1,890 5 0	971 10 1	157 19 6	199 13 7	21 16 2	- - -
- - -	296 14 6	23,440 2 2	11,071 17 3	1,551 5 4	3,760 1 11	446 9 1	- - -

## COUNTY OF SALOP.

- - -	9 0 0	1,025 0 0	264 6 8	19 4 0	93 1 4	7 8 7	- - -
- - -	62 17 1	2,654 14 1	854 0 3	200 3 9	565 9 6	67 4 5	35 18 10
- - -	85 2 0	2,198 2 0	812 9 7	240 3 6	133 12 10	56 19 4	- - -
- - -	18 5 2	1,188 5 2	460 6 8	107 2 9	229 7 3	14 9 4	- - -
- - -	- - -	2,169 0 0	546 19 1	556 18 4	424 12 10	32 14 4	- - -
- - -	5 4 7	3,174 15 3	1,189 7 3	382 2 5	587 13 5	61 0 3	- - -
- - -	36 6 6	1,392 16 6	471 13 8	258 1 10	368 19 4	25 18 4	- - -
- - -	82 2 6	4,058 14 3	754 3 10	369 4 6	392 1 4	2 13 5	- - -
- - -	8 8 7	758 18 1	163 5 3	179 13 11	29 2 0	12 11 9	- - -
- - -	122 18 3	2,395 13 3	994 19 1	221 1 1	657 4 1	21 13 10	11 13 6
- - -	- - -	880 0 0	399 8 2	69 8 10	117 3 8	12 0 5	- - -
- - -	32 9 9	1,200 16 8	432 5 4	176 5 1	346 10 2	77 13 0	- - -
- - -	12 0 0	2,262 5 1	274 8 0	224 10 11	296 5 5	85 18 11	- - -
- - -	474 14 5	25,359 0 4	7,617 12 10	3,004 0 11	4,241 3 2	478 5 11	47 12 4



## COUNTY OF NORTHUMBERLAND.

## EXPENDITURE—continued.

NAME OF DISTRICT.	Charges on the Common Fund.					
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alnwick - - - - -	67 19 8	- - - - -	- - - - -	343 2 3	131 7 11	38 11 0
Belford - - - - -	23 13 2	- - - - -	- - - - -	26 5 10	120 0 0	23 6 1
Bellingham - - - - -	36 11 11	- - - - -	- - - - -	- - - - -	90 0 0	4 3 8
Felton - - - - -	- - - - -	77 15 3	- - - - -	1 13 0	120 0 0	17 6 4
Glendale - - - - -	38 14 4	425 18 6	23 1 8	409 18 11	210 0 0	29 11 9
Haltwhistle - - - - -	819 19 0	- - - - -	69 10 6	- - - - -	85 0 0	3 4 0
Norham and Islandshires - - - - -	75 0 4	1,395 6 7	- - - - -	18 18 2	120 0 0	14 4 7
Rothbury - - - - -	- - - - -	- - - - -	- - - - -	163 5 9	80 0 0	8 11 6
Whittingham - - - - -	- - - - -	- - - - -	57 17 11	390 1 1	105 0 0	17 17 3
	1,061 18 5	1,899 0 4	150 10 1	1,353 5 0	1,061 7 11	156 16 2

## COUNTY OF NOTTINGHAM.

Bingham - - - - -	- - - - -	- - - - -	- - - - -	219 18 6	174 5 0	12 4 10
Mansfield - - - - -	- - - - -	- - - - -	- - - - -	256 0 11	155 0 0	17 16 2
Newark - - - - -	- - - - -	32 8 8	- - - - -	866 3 5	205 0 0	38 2 1
Nottingham - - - - -	69 5 3	- - - - -	- - - - -	863 17 5	213 15 0	56 13 5
Ollerton - - - - -	- - - - -	- - - - -	98 8 1	- - - - -	140 0 0	11 6 3
Retford - - - - -	846 18 6	184 9 10	343 9 8	769 1 10	245 5 0	18 7 6
Rushcliffe - - - - -	189 10 7	- - - - -	- - - - -	719 5 0	230 0 0	30 4 1
Southwell - - - - -	- - - - -	- - - - -	- - - - -	384 4 5	145 9 0	11 16 10
	1,105 14 4	216 18 6	446 17 9	4,083 11 6	1,508 14 0	196 11 2

## COUNTY OF OXFORD.

Bampton, East - - - - -	- - - - -	- - - - -	- - - - -	710 5 2	180 0 0	52 7 3
Bampton, West - - - - -	- - - - -	- - - - -	- - - - -	567 16 10	175 0 0	12 2 2
Banbury and Bloxham - - - - -	- - - - -	42 0 2	- - - - -	783 10 0	230 0 0	27 1 3
Bicester - - - - -	- - - - -	127 10 0	434 9 2	- - - - -	200 0 0	20 1 0
Bullington - - - - -	- - - - -	- - - - -	- - - - -	557 11 11	280 0 0	41 2 5
Chadlington - - - - -	- - - - -	- - - - -	25 18 9	- - - - -	200 0 0	14 5 6
Henley - - - - -	- - - - -	- - - - -	- - - - -	72 15 1	250 0 0	74 11 10
Watlington - - - - -	- - - - -	- - - - -	- - - - -	136 2 9	270 0 0	100 11 11
Wootton - - - - -	- - - - -	60 3 1	- - - - -	477 19 1	190 0 0	64 8 8
	- - - - -	229 13 3	460 7 11	3,306 0 10	1,975 0 0	406 12 0

## COUNTY OF SALOP.

Albrighton - - - - -	131 9 11	- - - - -	41 5 10	276 1 3	90 0 0	4 15 6
Bishop's Castle - - - - -	236 12 3	282 4 6	- - - - -	- - - - -	205 0 0	30 5 1
Bridgnorth - - - - -	- - - - -	81 10 0	375 3 0	171 15 6	230 0 0	17 1 0
Church Stretton - - - - -	- - - - -	18 18 9	- - - - -	364 7 1	130 0 0	13 8 5
Clebury Mortimer & Kidderminster - - - - -	- - - - -	- - - - -	232 10 0	160 4 6	185 0 0	11 13 4
Condover - - - - -	13 15 6	25 3 10	125 15 0	334 8 9	220 0 0	72 18 6
Drayton - - - - -	- - - - -	- - - - -	- - - - -	228 0 6	155 0 0	3 8 8
Ludlow - - - - -	110 2 4	23 8 0	- - - - -	1,936 4 2	230 0 0	64 0 11
Newport - - - - -	27 1 10	- - - - -	- - - - -	263 10 11	140 0 0	38 18 5
Oswestry - - - - -	97 4 6	6 14 4	- - - - -	163 16 1	240 0 0	37 10 9
Pimhill - - - - -	- - - - -	- - - - -	- - - - -	20 9 6	130 0 0	3 14 1
Wem - - - - -	- - - - -	- - - - -	- - - - -	133 5 8	171 15 0	9 1 9
Wrekin - - - - -	- - - - -	- - - - -	- - - - -	911 9 1	160 0 0	13 9 9
	616 6 4	437 19 5	774 13 10	4,963 13 0	2,286 15 0	320 6 2

## COUNTY OF NORTHUMBERLAND.

				BALANCE, 31st December 1875.		DEBTS.		
Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	- - -	1,983 1 5	438 15 2	287 0 3	- - -	- - -	- - -
- - -	- - -	194 1 0	1,411 3 8	446 17 2	1 10 3	- - -	- - -	- - -
- - -	- - -	18 0 2	827 15 3	31 13 8	46 9 8	- - -	- - -	- - -
- - -	- - -	- - -	2,172 15 10	474 5 8	164 8 4	- - -	- - -	- - -
- - -	- - -	177 3 11	2,519 6 0	709 7 5	11 16 8	- - -	- - -	- - -
- - -	- - -	1 11 0	1,614 16 2	38 7 4	29 10 10	- - -	- - -	- - -
- - -	- - -	120 1 5	2,783 18 0	328 7 10	8 9 4	- - -	- - -	- - -
- - -	- - -	- - -	1,279 8 9	61 3 3	199 19 8	- - -	- - -	- - -
- - -	- - -	2 15 0	1,530 16 6	477 11 1	57 17 10	- - -	- - -	- - -
- - -	- - -	513 12 6	16,123 1 7	3,006 8 7	807 2 10	- - -	- - -	- - -

## COUNTY OF NOTTINGHAM.

- - -	- - -	55 15 3	3,503 17 6	185 8 10	139 3 4	- - -	- - -	- - -
- - -	- - -	- - -	1,640 16 6	45 15 4	85 10 1	- - -	- - -	- - -
- - -	- - -	105 14 11	4,751 12 6	766 0 7	65 18 2	- - -	- - -	- - -
- - -	- - -	28 18 6	3,244 0 8	544 12 10	503 14 1	- - -	- - -	- - -
- - -	- - -	- - -	865 16 9	180 7 0	67 13 9	- - -	- - -	- - -
37 13 6	79 0 6	20 7 7	7,927 9 7	3,003 4 5	15 14 1	767 18 0	5	- - -
- - -	- - -	21 10 8	4,010 16 1	409 11 3	421 14 4	- - -	- - -	- - -
- - -	- - -	23 14 4	2,264 10 10	283 8 10	374 13 2	- - -	- - -	- - -
37 13 6	79 0 6	256 1 3	28,209 0 5	5,418 9 1	1,674 1 0	767 18 0	- - -	- - -

## COUNTY OF OXFORD.

- - -	- - -	2 8 6	2,905 5 6	941 15 11	3 17 7	- - -	- - -	- - -
- - -	- - -	- - -	2,080 7 1	848 15 6	- - -	- - -	- - -	- - -
- - -	- - -	4 8 8	3,076 2 4	654 6 8	- - -	- - -	- - -	- - -
- - -	- - -	- - -	3,180 17 11	499 4 11	- - -	- - -	- - -	- - -
- - -	- - -	- - -	3,165 10 5	908 12 7	215 0 0	- - -	- - -	- - -
- - -	- - -	3 10 0	1,994 14 2	364 12 11	0 14 7	- - -	- - -	- - -
- - -	- - -	- - -	1,642 6 9	602 4 2	0 19 1	- - -	- - -	- - -
- - -	- - -	1 19 2	3,030 19 7	286 1 9	334 12 11	- - -	- - -	- - -
- - -	- - -	- - -	2,143 10 2	124 2 9	187 4 6	- - -	- - -	- - -
- - -	- - -	12 6 4	23,219 13 11	5,229 17 2	742 8 8	- - -	- - -	- - -

## COUNTY OF SALOP.

- - -	- - -	- - -	927 13 1	362 15 5	- - -	- - -	- - -	- - -
29 10 0	50 0 0	7 8 10	2,563 17 5	542 18 0	404 12 10	400 0 0	4	- - -
- - -	- - -	0 10 5	2,119 5 2	841 2 11	1 14 6	- - -	- - -	- - -
2 0 0	40 0 0	- - -	1,380 0 3	318 17 9	3 16 1	- - -	- - -	- - -
- - -	- - -	2 1 11	2,152 14 4	123 12 8	43 14 0	- - -	- - -	- - -
- - -	- - -	- - -	3,012 4 11	291 11 0	72 13 11	- - -	- - -	- - -
- - -	- - -	3 6 6	1,514 8 10	560 17 6	30 8 3	- - -	- - -	- - -
- - -	- - -	6 3 9	3,888 2 3	278 13 4	118 2 2	- - -	- - -	- - -
- - -	- - -	- - -	854 4 1	64 17 6	16 12 9	- - -	- - -	- - -
- - -	- - -	5 15 4	2,457 12 7	288 8 4	176 13 10	- - -	- - -	- - -
- - -	- - -	- - -	752 4 8	194 16 4	0 19 3	- - -	- - -	- - -
- - -	- - -	2 0 10	1,348 16 10	34 16 3	137 6 3	- - -	- - -	- - -
- - -	- - -	- - -	1,966 2 1	970 9 2	- - -	- - -	- - -	- - -
31 10 0	90 0 0	27 7 7	24,937 6 6	4,873 16 2	1,006 13 10	400 0 0	- - -	- - -

## COUNTY OF SOMERSET.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
244,466	Axbridge - - -	38	372 7	44 6	954 12 4	92 4 7	4,782 14 1	- - -
186,978	Bridgwater - - -	39	303 4	42 5	700 10 6	61 0 11	5,207 15 0	2 11 3
103,232	Clutton - - -	28	198 6	12 7	524 12 3	77 9 5	2,452 16 2	- - -
71,625	Crewkerne - - -	20	107 0	4 6	193 11 7	- - -	1,170 0 0	28 4 6
44,204	Dulverton - - -	13	199 2	3 1	253 5 11	18 8 9	1,560 0 0	- - -
52,787	Dunster - - -	16	170 3	- - -	142 2 6	52 18 9	1,672 0 0	82 0 0
101,841	Frome - - -	29	173 5	47 0	418 14 1	305 5 7	5,246 0 0	- - -
84,786	Ilminster - - -	31	184 6	- - -	238 2 3	32 9 6	1,630 0 0	- - -
77,755	Keynsham - - -	14	107 0	10 0	202 15 3	201 2 2	2,748 0 0	- - -
91,324	Langport - - -	22	177 7	5 0	648 8 11	105 1 1	2,279 0 0	1 0 6
144,907	Long Ashton - - -	22	177 5	22 5	544 13 2	29 6 11	5,591 16 11	- - -
63,033	Milverton - - -	19	127 7	29 4	302 3 2	69 4 1	2,062 6 5	- - -
106,052	Shepton Mallet - - -	24	200 1	6 3	168 0 9	21 3 4	2,008 0 0	1 0 6
145,546	Taunton - - -	37	249 0	6 4	494 13 8	223 19 4	3,814 0 0	22 10 0
108,695	Wells - - -	17	221 1	10 6	409 14 3	41 8 7	3,263 0 0	- - -
107,358	Weston - - -	20	129 4	8 0	285 9 0	148 1 0	3,556 0 0	- - -
60,632	Williton - - -	19	136 1	7 5	262 6 4	32 13 11	2,010 0 0	124 12 7
149,965	Wincanton - - -	43	238 5	30 0	291 17 4	235 16 6	4,589 0 0	2 14 6
104,619	Yeovil - - -	33	188 4	40 0	319 12 6	13 15 11	2,683 16 0	118 16 -
2,049,805		484	3,663 4	331 4	7,355 5 9	1,761 10 4	58,326 4 7	383 10 0

## COUNTY OF SUFFOLK.

86,770	Hartismere - - -	32	176 1	16 6	265 2 0	71 9 8	1,444 16 0	- - -
182,826	Lavenham - - -	54	388 7	12 1	387 10 9	158 14 3	2,654 0 0	- - -
79,042	Mildenhall - - -	22	135 3	25 7	218 2 7	56 13 0	1,498 0 0	- - -
143,396	Wickhambrook - - -	51	274 7	5 7	1,156 18 0	241 5 2	3,739 0 0	- - -
492,034		159	975 2	60 5	2,027 13 4	528 2 1	9,335 16 0	- - -

## COUNTY OF SURREY.

63,998	Blackheath - - -	11	125 0	15 7	592 18 8	35 7 5	2,065 0 0	- - -
135,081	Croydon - - -	9	96 4	12 4	846 7 3	99 8 6	3,757 0 0	- - -
44,404	Dorking - - -	9	98 4	7 2	789 4 1	- - -	1,311 15 0	- - -
112,347	Epsom - - -	11	74 0	12 0	106 0 5	240 7 9	3,375 7 9	- - -
38,656	Farnham - - -	6	119 5	7 6	408 12 11	- - -	1,252 0 0	- - -
60,639	Godalming - - -	10	130 1	19 2	1,008 5 7	- - -	2,694 0 0	- - -
85,143	Godstone - - -	15	165 3	27 4	190 10 9	45 13 7	3,205 0 0	- - -
82,636	Guildford - - -	13	157 2	16 3	436 17 4	139 19 8	2,306 0 0	- - -
149,574	Kingston - - -	13	102 6	16 4	230 3 9	807 3 10	4,888 16 11	- - -
74,819	Mortlake - - -	2	13 7	- - -	371 4 9	- - -	1,800 0 0	- - -
89,772	Reigate - - -	12	159 4	4 3	1,154 11 10	4 7 1	4,460 0 0	- - -
937,069		111	1,242 4	139 3	6,134 17 4	1,372 7 10	31,114 19 8	- - -



## COUNTY OF SOMERSET.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	88 0 2	4,870 14 3	3,302 7 1	20 2 3	324 17 4	16 16 11	- - -
- - -	53 5 0	5,263 11 3	1,723 19 8	685 4 4	795 11 11	62 2 11	- - -
- - -	5 16 0	2,458 12 2	653 13 4	439 17 6	598 10 1	107 14 0	- - -
- - -	2 14 6	1,200 19 0	423 10 10	215 3 4	321 0 4	39 9 8	- - -
- - -	77 18 4	1,637 18 4	1,357 10 10	- - -	- - -	- - -	- - -
- - -	- - -	1,754 0 0	978 16 10	498 1 3	126 8 9	69 2 0	- - -
- - -	270 9 5	5,516 9 5	481 3 10	307 6 3	555 3 2	96 12 0	- - -
- - -	26 0 4	1,656 0 4	581 0 5	275 5 10	171 18 11	27 10 10	1 2 0
- - -	14 14 4	2,762 14 4	739 10 4	246 15 1	265 19 5	113 18 5	- - -
- - -	10 15 0	2,290 15 6	601 1 4	301 3 9	352 14 0	12 5 11	- - -
- - -	77 12 1	5,669 9 0	2,860 19 5	- - -	2 8 6	10 9 9	17 14 4
- - -	- - -	2,062 6 5	565 18 0	49 6 0	435 9 11	35 0 8	- - -
- - -	13 14 0	2,022 14 6	479 8 5	- - -	746 16 0	50 7 11	- - -
- - -	27 19 6	3,864 9 6	1,065 14 2	0 10 0	1,345 12 3	77 1 1	15 1 8
- - -	47 4 3	3,310 4 3	588 5 5	1,002 17 11	763 14 2	0 3 1	- - -
- - -	- - -	3,556 0 0	1,034 14 10	409 18 11	912 6 9	87 4 2	- - -
- - -	- - -	2,134 12 7	382 13 8	404 4 6	336 2 0	38 14 10	- - -
- - -	12 17 3	4,604 11 9	893 5 7	581 9 4	471 16 1	221 9 7	- - -
- - -	- - -	2,802 12 2	638 4 1	358 8 8	257 9 9	9 12 7	- - -
- - -	729 0 2	59,438 14 9	19,351 18 1	5,795 14 11	8,783 19 4	1,075 16 4	33 18 0

## COUNTY OF SUFFOLK.

- - -	5 10 4	1,450 6 4	492 4 5	161 4 8	574 3 7	62 17 4	- - -
- - -	113 7 0	2,767 7 0	500 17 4	562 1 6	701 5 2	95 14 11	- - -
- - -	12 2 5	1,510 2 5	435 6 9	258 4 10	193 17 5	72 3 0	- - -
- - -	3 3 6	3,742 3 6	610 19 1	- - -	2,751 5 2	119 2 10	- - -
- - -	134 3 3	9,469 19 3	2,039 7 7	981 11 0	4,220 11 4	349 18 1	- - -

## COUNTY OF SURREY.

- - -	15 0 0	2,080 0 0	677 16 1	421 18 8	553 13 9	83 19 1	- - -
- - -	109 15 9	3,866 15 9	1,013 9 9	714 15 2	1,227 11 7	99 4 10	23 16 4
- - -	24 4 4	1,335 19 4	489 2 11	414 9 4	207 13 3	29 7 6	- - -
- - -	130 2 5	3,505 10 2	380 11 9	- - -	810 16 6	12 3 7	1 2 0
- - -	261 13 0	1,513 13 0	239 15 11	205 18 11	305 19 5	29 7 9	- - -
- - -	42 10 0	2,736 10 0	677 16 0	427 9 5	531 13 6	68 12 0	- - -
- - -	20 12 0	3,225 12 0	783 0 0	551 1 9	317 3 11	14 8 9	68 15 2
- - -	163 13 9	2,469 13 9	531 3 1	255 7 7	824 3 5	103 11 2	- - -
400 0 0	105 18 6	5,394 15 5	576 18 0	148 8 11	1,319 10 5	215 6 8	8 6 1
- - -	- - -	1,800 0 0	454 7 5	530 14 7	709 3 6	237 8 10	- - -
- - -	- - -	4,460 0 0	850 9 3	74 6 10	2,469 6 4	85 1 5	- - -
400 0 0	873 9 9	32,388 9 5	6,674 10 2	3,744 11 2	9,276 15 7	978 11 7	101 19 7

(Continued on page 64.)

## COUNTY OF SOMERSET.

## EXPENDITURE—continued.

NAME OF DISTRICT.	Charges on the Common Fund.					
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Axbridge - - - - -	429 16 10	- - -	- - -	1,155 5 9	218 6 8	52 19 9
Bridgwater - - - - -	65 15 3	134 11 0	- - -	1,223 7 1	470 0 0	17 9 4
Clutton - - - - -	19 7 1	82 14 8	- - -	406 2 0	250 0 0	47 14 0
Crewkerne - - - - -	1 0 0	50 5 10	- - -	90 7 5	115 0 0	18 4 0
Dulverton - - - - -	- - -	- - -	- - -	40 9 6	187 11 8	7 10 2
Dunster - - - - -	- - -	- - -	- - -	- - -	160 0 0	12 8 5
Frome - - - - -	29 0 0	83 2 6	380 0 0	2,873 5 0	310 0 0	31 8 8
Ilminster - - - - -	100 9 6	193 10 5	- - -	- - -	170 0 0	15 14 11
Keynsham - - - - -	- - -	- - -	- - -	1,080 14 9	190 0 0	- - -
Langport - - - - -	278 4 3	530 11 0	73 6 0	56 7 6	220 0 0	40 7 8
Long Ashton - - - - -	- - -	- - -	- - -	2,564 12 11	250 0 0	67 14 10
Milverton - - - - -	92 1 9	- - -	- - -	530 12 1	175 0 0	22 6 9
Shepton Mallet - - - - -	25 6 10	30 8 0	80 4 10	53 18 3	205 0 0	17 9 2
Taunton - - - - -	42 0 0	- - -	56 11 3	86 8 6	257 10 0	86 0 11
Wells - - - - -	321 6 0	4 18 9	- - -	277 3 6	215 0 0	14 17 3
Weston - - - - -	- - -	63 15 0	- - -	580 14 3	225 0 0	14 8 8
Williton - - - - -	12 1 0	- - -	501 12 8	107 2 0	230 0 0	13 2 10
Wincanton - - - - -	19 10 0	193 18 0	596 16 7	1,031 11 2	280 0 0	19 8 4
Yeovil - - - - -	116 19 9	74 14 3	- - -	856 1 6	250 0 0	42 0 9
	1,552 18 3	1,442 9 5	1,688 11 4	13,014 3 2	4,328 8 4	541 6 5

## COUNTY OF SUFFOLK.

Hartismere - - - - -	59 10 3	- - -	- - -	88 0 6	170 0 0	15 5 4
Lavenham - - - - -	24 19 7	- - -	- - -	229 11 11	330 0 0	90 0 5
Mildenhall - - - - -	35 10 11	- - -	123 10 4	155 11 8	200 0 0	8 18 6
Wickhambrook - - - - -	148 13 9	- - -	- - -	109 3 9	250 0 0	29 4 2
	268 14 6	- - -	123 10 4	582 7 10	950 0 0	143 8 5

## COUNTY OF SURREY.

Blackheath - - - - -	- - -	- - -	- - -	411 4 9	265 0 0	21 4 9
Croydon - - - - -	88 14 5	- - -	- - -	953 17 7	328 0 0	247 18 6
Dorking - - - - -	- - -	- - -	- - -	65 2 9	175 0 0	13 0 10
Epsom - - - - -	1,017 9 6	- - -	- - -	460 11 11	293 15 0	69 13 5
Farnham - - - - -	11 3 11	- - -	- - -	100 17 11	220 0 0	19 6 5
Godalming - - - - -	64 9 10	- - -	- - -	669 5 3	195 0 0	16 12 6
Godstone - - - - -	- - -	- - -	- - -	738 19 8	250 0 0	56 11 4
Guildford - - - - -	- - -	- - -	- - -	387 5 10	250 0 0	18 13 2
Kingston - - - - -	400 0 0	- - -	- - -	1,271 13 9	850 0 0	664 8 8
Mortlake - - - - -	- - -	- - -	- - -	- - -	135 0 0	13 15 10
Reigate - - - - -	113 0 0	- - -	- - -	294 2 9	330 0 0	26 0 0
	1,694 17 8	- - -	- - -	5,353 2 2	2,791 15 0	1,167 5 5

## COUNTY OF SOMERSET.

				BALANCE, 31st December 1875.		DEBTS.		
Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	31 4 9	5,551 17 4	490 6 10	309 2 2	- - -	-	-
3 15 0	25 0 0	- - -	5,206 16 6	721 5 9	25 1 5	50 0 0	5	-
- - -	- - -	- - -	2,605 12 8	368 2 3	67 19 11	- - -	-	-
- - -	- - -	- - -	1,274 1 5	149 14 6	29 5 4	- - -	-	-
17 3 9	25 0 0	- - -	1,585 5 11	294 0 6	6 10 11	137 10 0	5½	-
- - -	- - -	- - -	1,844 17 3	82 5 5	83 18 11	- - -	-	-
- - -	- - -	- - -	5,147 1 5	547 8 6	64 12 0	- - -	-	-
- - -	- - -	- - -	1,536 12 10	854 9 7	29 9 4	- - -	-	-
- - -	- - -	92 2 3	2,729 0 3	144 12 3	109 5 1	- - -	-	-
- - -	- - -	33 5 3	2,499 6 8	495 4 6	160 7 10	- - -	-	-
- - -	- - -	32 17 0	5,806 16 9	406 10 0	28 11 6	- - -	-	-
- - -	- - -	20 8 4	1,926 3 6	440 12 10	71 10 10	- - -	-	-
- - -	- - -	6 0 4	1,694 19 9	475 15 3	1 3 1	- - -	-	-
65 0 6	95 0 0	0 6 0	3,192 16 4	965 9 7	23 2 1	1,350 0 0	4½	-
- - -	- - -	- - -	3,188 6 1	577 7 11	87 4 1	- - -	-	-
- - -	- - -	- - -	3,328 2 7	453 4 4	87 18 11	- - -	-	-
- - -	- - -	- - -	2,025 13 6	367 9 1	28 17 7	- - -	-	-
- - -	- - -	28 19 2	4,338 3 10	618 17 1	296 8 4	- - -	-	-
- - -	- - -	- - -	2,603 11 4	508 5 8	3 8 3	- - -	-	-
85 19 3	145 0 0	245 3 1	58,085 5 11	8,461 1 10	1,513 17 7	1,537 10 0	-	-

## COUNTY OF SUFFOLK.

- - -	- - -	- - -	1,623 6 1	147 5 0	126 12 5	-	-	-
14 4 2	79 15 0	2 15 0	2,631 5 0	446 5 10	81 7 4	140 0 0	5	-
9 18 4	- - -	0 9 2	1,493 10 11	280 17 0	102 15 11	200 0 0	5	-
19 16 8	25 0 0	6 1 7	4,069 7 0	892 13 1	304 3 9	375 0 0	5	-
43 19 2	104 15 0	9 5 9	9,817 9 0	1,767 0 11	614 19 5	715 0 0	-	-

## COUNTY OF SURREY.

20 12 6	25 0 0	35 14 0	2,516 3 7	242 12 9	121 5 1	400 0 0	5	-
14 12 6	15 0 0	12 3 6	4,739 4 2	263 3 11	388 13 7	285 0 0	5	-
49 11 8	- - -	4 6 5	1,447 14 8	724 14 5	47 5 8	1,000 0 0	5	-
- - -	- - -	- - -	3,046 3 8	324 19 2	-	-	-	-
- - -	- - -	7 4 6	1,139 14 9	782 11 2	-	-	-	-
61 0 1	114 5 9	- - -	2,826 4 4	918 11 3	- - -	685 14 3	5	-
44 11 8	60 0 0	270 10 5	3,155 2 8	269 16 9	54 10 3	840 0 0	5	-
- - -	- - -	6 15 9	2,377 0 0	418 8 9	28 17 4	-	-	-
29 15 0	- - -	116 3 4	5,100 10 10	659 3 8	941 19 2	800 0 0	5	-
- - -	- - -	45 2 0	2,125 12 2	45 12 7	-	-	-	-
49 13 5	75 0 0	6 8 2	4,373 8 2	1,236 16 7	- - -	930 0 0	5	-
269 16 10	289 5 9	504 8 1	32,846 19 0	5,886 11 0	1,582 11 1	4,940 14 3	-	-



## COUNTY OF SUSSEX.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£			M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
95,060	Hastings - - -	21	148 6	15 3	351 4 4	236 6 1	4,915 0 0	- - -
56,939	Mark Cross - - -	4	147 0	12 0	679 11 2	102 1 8	3,775 0 0	14 6 4
59,740	Rye - - -	11	64 2	12 3	299 16 2	81 6 1	1,438 0 0	- - -
211,739		36	360 0	39 6	1,330 11 8	419 13 10	10,128 0 0	14 6 4

## COUNTY OF WARWICK.

64,472	Alcester - - -	17	102 6	30 4	142 3 1	47 1 0	1,427 0 0	- - -
60,668	Henley-in-Arden - - -	18	166 3	16 0	270 12 10	183 4 11	1,232 2 0	- - -
56,811	Kineton - - -	23	92 2	23 1	148 10 4	49 14 11	2,998 0 0	- - -
52,792	Stratford-upon-Avon -	21	94 1	16 5	445 3 0	5 16 5	1,509 0 0	- - -
234,743		79	455 4	86 2	1,006 9 3	285 17 3	7,166 2 0	- - -

## COUNTY OF WILTS.

65,888	Amesbury - - -	23	95 2	33 5	22 19 9	181 0 5	1,076 10 0	- - -
51,888	Calne - - -	11	87 2	14 3	129 12 3	10 14 5	2,250 0 0	- - -
133,711	Chippenham - - -	29	215 4	51 0	100 12 5	247 19 10	5,122 11 7	- - -
56,911	Cricklade - - -	12	64 2	7 2	31 10 0	202 13 10	1,766 0 0	71 11 7
110,773	Devizes - - -	29	181 5	34 4	1,067 19 4	32 6 9	3,449 0 0	- - -
76,955	Everley and Pewsey -	27	170 0	36 1	255 2 2	159 9 11	2,094 0 0	- - -
107,857	Hindon - - -	32	271 2	39 5	300 15 11	424 7 9	3,719 10 0	- - -
106,828	Malmesbury - - -	28	234 7	22 4	301 7 9	465 1 1	3,976 0 0	- - -
109,461	Marlborough - - -	25	253 4	45 1	318 5 9	76 17 10	3,099 0 0	- - -
128,264	Salisbury - - -	48	313 7	40 4	657 18 2	111 6 3	2,518 10 0	- - -
147,714	Swindon - - -	21	181 3	54 1	301 1 7	694 7 3	6,376 0 0	213 13 1
142,694	Trowbridge - - -	27	133 2	58 4	223 5 6	616 12 3	5,781 15 0	- - -
74,018	Warminster - - -	23	143 1	38 2	701 7 11	57 11 11	1,451 10 0	- - -
1,312,962		335	2,345 1	475 4	4,411 18 6	3,280 9 6	42,680 6 7	285 4 8

## COUNTY OF WORCESTER.

59,452	Evesham - - -	19	71 0	12 5	358 16 4	61 18 0	1,495 10 0	- - -
86,797	Kidderminster - - -	15	140 1	37 1	117 13 10	131 6 5	2,243 0 0	29 7 2
105,606	Martley - - -	27	155 2	55 5	811 8 11	- - -	3,645 5 0	- - -
64,300	Redditch - - -	10	151 0	14 4	291 0 7	- - -	1,706 6 8	58 10 0
62,084	Shipston-on-Stour - -	31	117 5	15 0	370 13 2	8 19 4	2,220 6 4	- - -
47,397	Tenbury - - -	19	103 3	15 2	30 10 7	161 2 6	1,739 0 0	- - -
104,668	Upton-on-Severn - - -	20	150 0	55 1	679 12 2	- - -	2,843 10 0	- - -
72,789	Upton Snodsbury - -	32	*166 1	45 0	194 3 11	240 17 6	3,025 15 6	- - -
603,093		173	1,054 4	250 2	2,853 19 6	604 3 9	18,918 13 6	87 17 2

\* Estimated.

COUNTY OF SUSSEX.

RECEIPTS.			EXPENDITURE.				
Money Borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- - -	4,915 0 0	803 7 5	579 8 6	380 16 2	140 10 11	- - -
- - -	- - -	3,789 6 4	684 19 4	468 6 4	1,305 3 2	263 16 11	- - -
- - -	3 7 0	1,441 7 0	398 4 5	242 0 0	335 19 3	31 7 9	- - -
- - -	3 7 0	10,145 13 4	1,886 11 2	1,289 14 10	2,021 18 7	435 15 7	- - -

COUNTY OF WARWICK.

- - -	- - -	1,427 0 0	407 18 5	137 0 5	109 15 10	120 18 2	- - -
- - -	18 7 3	1,250 9 3	469 9 9	47 8 0	206 17 8	54 6 1	- - -
- - -	30 1 0	3,028 1 0	583 10 8	559 8 3	747 18 0	125 10 3	- - -
- - -	4 16 3	1,513 16 3	333 5 5	105 5 2	293 17 9	59 16 10	- - -
- - -	53 4 6	7,219 6 6	1,794 4 3	849 1 10	1,358 9 3	360 11 4	- - -

COUNTY OF WILTS.

- - -	260 0 0	1,336 10 0	268 3 11	5 19 6	66 13 4	45 15 8	- - -
- - -	110 15 6	2,360 15 6	411 13 7	206 9 4	601 11 6	19 13 0	- - -
- - -	132 19 3	5,255 10 10	1,144 2 2	650 3 8	1,111 15 4	30 16 3	- - -
- - -	20 14 6	1,858 6 1	298 11 8	208 0 7	346 5 4	9 17 8	1 15 10
- - -	11 8 11	3,460 8 11	492 7 9	446 19 2	407 12 7	70 18 2	- - -
- - -	3 0 0	2,097 0 0	701 3 7	259 16 10	173 10 5	106 2 10	- - -
- - -	110 1 3	3,829 11 3	912 10 6	567 18 2	465 16 8	39 6 3	- - -
- - -	21 17 2	3,997 17 2	1,057 8 2	509 4 2	885 16 2	60 18 9	11 14 2
- - -	22 19 6	3,121 19 6	970 15 5	303 15 5	222 19 8	99 2 3	- - -
- - -	28 1 3	2,546 11 3	799 16 0	288 18 7	523 15 4	177 2 7	- - -
1,225 0 0	65 18 8	7,880 11 9	1,097 16 4	894 15 11	1,856 5 4	64 10 6	- - -
- - -	37 1 0	5,818 16 0	2,281 15 11	14 8 0	60 13 6	44 2 7	40 0 0
- - -	8 10 0	1,460 0 0	519 2 8	153 8 6	66 2 3	67 8 8	- - -
1,225 0 0	833 7 0	45,023 18 3	10,955 7 8	4,509 17 10	6,788 17 5	835 15 2	53 10 0

COUNTY OF WORCESTER.

- - -	13 5 6	1,508 15 6	446 4 10	282 3 0	456 15 6	38 13 3	- - -
- - -	25 4 5	2,297 11 7	574 0 9	123 4 2	107 10 4	28 16 2	- - -
- - -	305 1 9	3,950 6 9	454 16 0	369 3 4	598 11 0	18 1 9	- - -
- - -	4 17 1	1,769 13 9	318 6 4	126 14 10	345 13 7	77 12 0	- - -
- - -	9 17 0	2,230 3 4	466 9 4	427 8 0	489 10 5	25 16 3	- - -
- - -	19 14 9	1,758 14 9	430 18 10	98 9 3	347 10 11	31 2 1	- - -
- - -	- - -	2,843 10 0	427 4 0	440 14 1	467 1 3	23 0 7	- - -
- - -	14 8 9	3,040 4 3	536 2 11	224 8 0	400 0 8	76 14 8	- - -
- - -	392 9 3	19,398 19 11	3,654 3 0	2,092 4 8	3,212 13 8	319 16 9	- - -

## COUNTY OF SUSSEX.

NAME OF DISTRICT.	EXPENDITURE—continued.					
	Improvements.	Charges on the Common Fund.				
		Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.	Other Common Charges.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hastings - - - - -	- - -	- - -	1,490 0 7	402 15 5	260 0 0	72 7 2
Mark Cross - - - - -	- - -	- - -	30 5 0	455 3 5	230 0 0	10 12 7
Rye - - - - -	- - -	- - -	- - -	503 0 7	90 0 0	12 14 0
	- - -	- - -	1,520 5 7	1,360 19 5	580 0 0	95 13 9

## COUNTY OF WARWICK.

Alcester - - - - -	- - -	- - -	- - -	411 17 8	182 0 0	7 6 0
Henley-in-Arden - - - - -	- - -	- - -	- - -	262 13 2	130 0 0	53 19 5
Kineton - - - - -	- - -	52 10 0	- - -	813 7 9	185 0 0	3 2 1
Stratford-upon-Avon - - - - -	- - -	45 0 0	- - -	266 1 3	210 0 0	13 5 8
	- - -	97 10 0	- - -	1,753 19 10	707 0 0	77 13 2

## COUNTY OF WILTS.

Amesbury - - - - -	293 19 0	- - -	116 7 10	130 8 1	130 0 0	10 16 3
Calne - - - - -	- - -	- - -	- - -	626 16 1	250 0 0	6 7 6
Chippenham - - - - -	- - -	110 17 8	- - -	2,387 18 1	145 0 0	48 19 6
Cricklade - - - - -	23 5 0	71 14 6	235 17 5	110 16 8	106 0 0	28 2 3
Devizes - - - - -	- - -	- - -	- - -	2,159 6 4	250 0 0	24 16 11
Everley and Pewsey - - - - -	- - -	- - -	- - -	549 12 11	202 10 0	11 16 5
Hindon - - - - -	- - -	- - -	- - -	661 13 11	300 0 0	104 19 11
Malmesbury - - - - -	51 13 0	25 10 0	988 11 5	579 17 0	205 0 0	52 7 10
Marlborough - - - - -	- - -	- - -	- - -	788 8 10	281 5 0	11 18 10
Salisbury - - - - -	- - -	- - -	- - -	614 0 9	330 0 0	43 0 6
Swindon - - - - -	756 11 4	28 15 6	- - -	1,419 11 2	250 0 0	62 11 10
Trowbridge - - - - -	91 8 6	39 3 4	395 0 0	1,971 1 8	326 0 0	53 5 0
Warminster - - - - -	- - -	15 0 0	70 1 5	506 13 3	220 0 0	19 19 7
	1,216 16 10	291 1 0	1,805 18 1	12,506 4 9	2,995 15 0	479 2 4

## COUNTY OF WORCESTER.

Evesham - - - - -	- - -	- - -	- - -	134 10 7	100 0 0	9 1 9
Kidderminster - - - - -	- - -	- - -	70 11 4	854 14 5	380 0 0	21 9 1
Martley - - - - -	129 12 6	241 9 10	- - -	1,922 7 2	340 0 0	45 3 7
Redditch - - - - -	- - -	- - -	227 10 9	165 13 1	165 0 0	- - -
Shipston-on-Stour - - - - -	- - -	- - -	- - -	297 17 1	210 0 0	13 18 7
Tenbury - - - - -	- - -	49 14 6	- - -	420 17 7	140 0 0	17 1 0
Upton-on-Severn - - - - -	95 10 7	- - -	- - -	1,205 12 2	275 0 0	6 7 9
Upton Snodsbury - - - - -	161 11 10	- - -	- - -	1,046 13 9	199 12 0	93 2 4
	386 14 11	291 4 4	298 2 1	6,048 5 10	1,759 12 0	206 4 1



COUNTY OF SUSSEX.

Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	BALANCE, 31st December 1875.		DEBTS.		
				In Hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
42 10 0	76 0 0	3 8 0	4,251 4 2	883 2 6	104 8 5	774 0 0	5	—
66 0 5	100 0 0	2 9 2	3,616 16 4	749 19 6	- - -	1,250 0 0	5	—
- - -	- - -	11 19 2	1,625 5 2	139 7 0	104 15 1	—	—	—
08 10 5	176 0 0	17 16 4	9,493 5 8	1,772 9 0	209 3 6	2,024 0 0	—	—

COUNTY OF WARWICK.

- - -	- - -	11 13 7	1,388 10 1	166 1 8	32 9 8	—	—	—
6 8 9	10 0 0	- - -	1,241 2 10	248 5 10	151 11 6	120 0 0	5	—
- - -	- - -	- - -	3,070 7 0	164 8 2	107 18 9	—	—	—
- - -	- - -	6 15 6	1,333 7 7	630 4 10	10 9 7	—	—	—
6 8 9	10 0 0	18 9 1	7,033 7 6	1,209 0 6	302 9 6	120 0 0	5	—

COUNTY OF WILTS.

1 10 0	10 0 0	1 17 6	1,081 11 1	146 10 11	49 12 8	20 0 0	5	—
- - -	- - -	- - -	2,122 11 0	382 0 1	24 17 9	—	—	—
- - -	- - -	21 15 2	5,651 7 10	128 8 6	671 12 11	—	—	—
7 10 0	100 0 0	3 7 9	1,551 4 8	189 0 1	53 2 6	100 0 0	5	—
- - -	- - -	21 19 6	3,874 0 5	817 15 4	195 14 3	—	—	—
- - -	- - -	- - -	2,004 13 0	315 8 5	127 9 2	—	—	—
4 11 0	6 10 0	- - -	3,063 6 5	668 6 8	25 13 8	84 10 0	5	—
52 10 0	120 0 0	- - -	4,600 10 8	144 14 8	911 1 6	780 0 0	5	—
- - -	- - -	- - -	2,678 5 5	685 2 0	—	—	—	—
- - -	- - -	- - -	2,776 13 9	518 4 7	201 15 2	—	—	—
4 19 5	28 0 0	- - -	6,463 17 4	1,376 16 4	353 7 7	1,197 0 0	4½	—
- - -	- - -	1 15 0	5,318 13 6	364 8 1	257 12 4	—	—	—
5 1 0	28 0 0	20 0 0	1,685 17 4	505 3 8	87 5 0	78 0 0	5	—
76 1 5	287 10 0	70 14 11	42,872 12 5	6,241 19 4	2,959 4 6	2,259 10 0	—	—

COUNTY OF WORCESTER.

- - -	- - -	0 1 8	1,467 10 7	381 5 8	43 2 5	—	—	—
7 2 6	15 0 0	- - -	2,132 8 9	183 18 4	32 8 1	135 0 0	5	3 7 6
34 19 0	100 0 0	- - -	4,254 4 2	532 15 1	25 3 7	560 0 0	5½	15 4 6
4 4 10	60 0 0	28 4 10	1,519 0 3	541 14 1	- - -	65 0 0	4½	1 9 3
- - -	- - -	57 1 0	1,988 0 8	604 7 9	0 11 3	—	—	—
- - -	- - -	- - -	1,535 14 2	112 14 9	20 6 1	—	—	—
12 4 4	40 0 0	- - -	2,992 14 9	530 7 5	- - -	280 0 0	4	—
11 4 0	30 0 0	25 19 6	2,805 9 8	363 18 2	175 17 2	527 0 0	5	16 9 0
69 14 8	245 0 0	111 7 0	18,695 3 0	3,251 1 3	297 8 7	1,567 0 0	—	36 10 3

## COUNTY OF YORK.

Rateable Value.	NAME OF DISTRICT.	No. of Returns.	MILEAGE.		BALANCE, 31st December 1874.		Rates or Assessments.	From Turnpike Trusts.
			Parish Highways.	District Roads (late Turnpike).	In Hand.	Overspent.		
£	NORTH RIDING.		M. F.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
49,797	Askrigg - - -	12	136 0	26 4	67 9 11	65 4 8	897 3 8	70 4 0
182,319	Birdforth - - -	64	224 4	37 4	777 19 3	38 8 1	3,089 0 0	36 1 9
95,010	Bulmer, East - - -	29	134 6	16 4	337 13 10	90 12 6	3,770 0 0	- - -
128,067	Bulmer, West - - -	33	172 5	12 7	868 0 6	0 5 4	3,302 0 0	- - -
58,949	Greta Bridge - - -	21	127 2	26 4	204 16 11	1 8 0	816 0 0	- - -
84,206	Hang, East - - -	34	152 4	11 4	523 9 11	96 2 3	1,501 5 0	- - -
223,470	Langbaugh, East - - -	22	178 5	- -	956 12 5	170 0 10	3,838 0 0	- - -
109,266	Langbaugh, West - - -	39	205 0	5 3	353 13 2	271 2 3	4,668 0 0	51 1 0
56,372	Leyburn - - -	33	140 5	8 3	196 0 5	129 14 0	1,630 0 0	- - -
46,473	Malton - - -	24	78 4	5 4	193 8 5	15 14 2	1,518 0 0	- - -
145,038	Northallerton - - -	51	168 1	13 2	458 14 8	65 12 7	3,918 0 0	10 0 0
68,590	Pickering Lythe, East - - -	25	188 4	11 0	376 19 0	94 14 2	3,301 10 11	- - -
57,638	Pickering Lythe, West - - -	25	147 4	3 2	535 0 0	31 8 10	1,820 15 0	- - -
187,397	Richmond - - -	47	232 0	44 0	765 12 2	22 14 10	2,065 3 8	6 0 0
94,120	Ryedale - - -	54	278 6	- -	686 9 10	46 5 6	3,016 19 6	- - -
60,693	Whitby Strand - - -	19	284 7	- -	570 1 7	83 8 0	2,865 0 0	- - -
	WEST RIDING.							
86,188	Ecclesfield and Bradfield - - -	2	184 0	10 2	159 11 8	572 0 0	5,426 0 0	- - -
236,089	Lower Strafforth & Tickhill - - -	54	282 7	22 5	2,153 12 9	21 5 3	6,348 0 0	72 2 3
111,398	Settle - - -	31	254 6	16 3	50 3 0	473 2 9	2,126 0 0	- - -
141,365	Staincliffe, East - - -	56	*264 0	- -	404 3 6	1,077 4 10	3,635 0 0	36 0 0
2,172,445		675	3,835 6	271 3	10,639 12 11	3,366 8 10	59,501 17 9	281 9 0

## NORTH WALES.

## COUNTY OF ANGLESEY.

10,919	Amlwch - - -	1	47 0	- -	6 10 9	- - -	240 0 0	- - -
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## COUNTY OF DENBIGH.

40,692	Abergele - - -	6	124 0	- -	152 4 0	- - -	694 15 10	- - -
44,377	Llangollen - - -	12	266 2	- -	61 11 2	140 9 5	1,310 0 0	- - -
50,795	Llanrwst - - -	9	214 4	16 7	151 12 5	79 2 8	1,194 13 4	- - -
59,102	Ruthin - - -	15	194 0	- -	203 18 8	14 14 3	942 0 0	- - -
155,298	Wrexham - - -	32	252 0	6 0	538 12 11	259 9 5	4,017 0 0	- - -
350,264		74	1,050 6	22 7	1,107 19 2	498 15 9	8,158 9 2	- - -

## COUNTY OF MONTGOMERY.

85,292	Llanfyllin - - -	17	329 4	- -	345 6 11	133 9 8	2,281 0 11	- - -
32,017	Machynlleth - - -	9	*103 0	- -	94 13 6	95 9 0	734 0 0	- - -
89,065	Newtown and Llanidloes - - -	16	343 4	- -	272 15 9	134 17 1	3,135 5 1	842 15 10
108,464	Welshpool and Forden - - -	21	221 6	- -	287 14 4	104 10 9	3,954 9 3	432 11 6
314,838		63	997 6	- -	1,000 10 6	468 6 6	10,104 15 3	1,275 7 4

\* Estimated.

COUNTY OF YORK.

RECEIPTS.			EXPENDITURE.				
Money borrowed.	Other Receipts.	TOTAL RECEIPTS.	Manual Labour, including Contract Work.	Team Labour.	Materials.	Tradesmen's Bills.	Law Charges.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- -	53 18 8	1,021 6 4	337 6 10	81 0 8	35 7 2	1 1 8	- - -
- -	58 8 4	3,133 10 1	1,582 16 8	284 15 1	398 6 6	165 17 10	4 16 3
- -	34 2 4	3,804 2 4	903 2 3	381 5 7	1,086 15 2	88 15 5	- - -
- -	19 19 1	3,321 9 1	874 6 0	444 5 9	1,293 18 7	173 17 10	1 11 0
- -	60 0 0	876 0 0	360 12 5	63 0 9	168 10 5	20 19 3	- - -
- -	38 1 8	1,539 6 8	892 7 7	124 1 5	208 10 0	51 17 11	1 14 6
- -	15 10 10	3,853 10 10	1,782 15 1	960 15 1	1,642 0 9	222 2 0	- - -
- -	145 2 4	4,864 3 4	1,248 19 3	728 5 2	1,545 15 10	208 18 2	- - -
- -	250 8 3	1,880 8 3	1,444 15 11	- - -	- - -	- - -	- - -
- -	29 14 0	1,547 14 0	460 2 5	196 7 3	594 8 7	23 10 11	- - -
- -	44 10 8	3,973 0 8	1,016 3 8	431 6 7	1,388 4 11	170 15 5	- - -
- -	- - -	3,301 10 11	824 4 2	100 11 0	1,333 3 10	83 4 1	- - -
- -	26 0 0	1,846 15 0	961 1 8	365 16 0	273 14 1	55 8 5	- - -
- -	11 6 9	2,082 10 5	1,057 13 9	26 19 6	489 1 3	24 8 0	8 12 6
00 0 0	21 17 6	3,338 17 0	1,157 13 10	729 10 3	767 0 5	166 13 9	- - -
- -	19 0 3	2,884 0 3	1,051 9 11	632 9 4	899 19 9	175 14 0	- - -
- -	35 18 3	5,461 18 3	1,591 0 4	1,068 2 9	1,253 17 9	39 6 10	- - -
- -	84 10 10	6,504 13 1	2,717 1 6	899 11 0	1,619 12 6	116 15 7	1 1 4
- -	630 4 6	2,756 4 6	970 17 11	342 8 8	517 13 3	27 16 11	- - -
- -	41 10 6	3,712 10 6	721 11 9	- - -	2,360 8 10	273 19 3	- - -
00 0 0	1,620 4 9	61,703 11 6	21,956 2 11	7,860 11 10	17,876 9 7	2,091 3 3	17 15 7

(Continued on page 72.)

NORTH WALES.

COUNTY OF ANGLESEY.

- -	- - -	240 0 0	115 19 6	51 3 6	6 15 11	10 5 3	- - -
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COUNTY OF DENBIGH.

- -	3 2 6	697 18 4	339 17 1	93 3 1	20 9 5	1 1 6	- - -
- -	16 2 0	1,326 2 0	711 6 4	- - -	346 12 7	- - -	- - -
- -	- - -	1,194 13 4	620 4 2	44 13 4	33 0 7	11 19 3	- - -
- -	- - -	942 0 0	532 16 9	107 11 6	99 8 2	9 8 11	- - -
- -	- - -	4,017 0 0	1,477 19 4	908 9 10	294 7 5	102 4 8	- - -
- -	19 4 6	8,177 13 8	3,682 3 8	1,153 17 9	793 18 2	124 14 4	- - -

COUNTY OF MONTGOMERY.

- -	19 7 0	2,300 7 11	1,348 11 9	101 8 0	404 6 7	56 9 9	- - -
- -	1 19 7	735 19 7	302 1 1	145 8 1	6 17 2	12 16 6	- - -
00 0 0	22 11 3	4,300 12 2	1,397 5 1	436 11 11	8 8 3	50 14 4	9 9 5
- -	21 13 2	4,408 13 11	1,207 9 11	460 18 3	339 19 8	80 14 3	- - -
00 0 0	65 11 0	11,745 13 7	4,255 7 10	1,144 6 3	759 11 8	200 14 10	9 9 5



## COUNTY OF YORK.

NAME OF DISTRICT.	EXPENDITURE—continued.					
	Charges on the Common Fund.					
	Improvements.	Contributions (in Money) to Turnpike Trusts.	Repair of existing Turnpike Roads.	Repair of Roads formerly Turnpike.	SALARIES.	Other Comm Charges.
NORTH RIDING.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Askrigg - - - - -	- - - - -	- - - - -	- - - - -	382 11 3	97 10 0	17 19 0
Birdforth - - - - -	- - - - -	- - - - -	- - - - -	608 1 5	200 0 0	66 11 0
Bulmer, East - - - - -	- - - - -	90 14 11	- - - - -	660 1 4	170 0 0	44 5 0
Bulmer, West - - - - -	- - - - -	144 10 5	- - - - -	14 19 10	190 0 0	21 13 0
Greta Bridge - - - - -	- - - - -	- - - - -	- - - - -	133 16 6	122 2 4	11 6 0
Hang, East - - - - -	- - - - -	- - - - -	- - - - -	63 16 1	150 0 0	28 6 10
Langbaugh, East - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	190 0 0	198 5 0
Langbaugh, West - - - - -	- - - - -	- - - - -	168 7 10	126 13 7	200 0 0	138 14 0
Leyburn - - - - -	- - - - -	- - - - -	- - - - -	101 17 4	140 0 0	18 18 0
Malton - - - - -	15 4 0	- - - - -	- - - - -	201 6 7	90 0 0	13 7 10
Northallerton - - - - -	- - - - -	- - - - -	174 10 6	403 8 1	160 0 0	28 3 0
Pickering Lythe, East - - - - -	- - - - -	- - - - -	- - - - -	570 8 7	160 0 0	18 7 0
Pickering Lythe, West - - - - -	- - - - -	- - - - -	- - - - -	166 0 0	65 0 0	10 2 0
Richmond - - - - -	- - - - -	- - - - -	- - - - -	496 0 7	205 0 0	33 11 0
Ryedale - - - - -	200 0 0	46 4 8	- - - - -	- - - - -	145 0 0	31 7 0
Whitby Strand - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	195 0 0	31 5 0
WEST RIDING.						
Ecclesfield and Bradfield - - - - -	- - - - -	- - - - -	- - - - -	659 14 10	220 0 0	78 9 0
Lower Strafforth and Tickhill - - - - -	472 1 0	65 0 5	- - - - -	1,186 13 1	350 0 0	30 19 0
Settle - - - - -	- - - - -	- - - - -	- - - - -	118 17 3	205 0 0	26 1 0
Staincliffe, East - - - - -	229 3 11	- - - - -	394 9 8	- - - - -	260 0 0	19 3 11
	916 8 11	346 10 5	737 8 0	5,894 6 4	3,514 12 4	862 0 3

\* Principal and interest payable by annuity for 20 years from 1870.

## NORTH WALES.

## COUNTY OF ANGLESEY.

Amlwch - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	58 16 0	- - - - -
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## COUNTY OF DENBIGH.

Abergele - - - - -	- - - - -	57 3 8	105 4 0	- - - - -	120 0 0	1 3 10
Llangollen - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	175 0 0	26 1 7
Llanrwst - - - - -	- - - - -	61 0 0	87 0 0	226 18 10	125 0 0	5 4 9
Ruthin - - - - -	10 10 0	- - - - -	- - - - -	- - - - -	190 0 0	7 17 10
Wrexham - - - - -	633 0 0	- - - - -	- - - - -	168 14 11	240 0 0	204 11 10
	643 10 0	118 3 8	192 4 0	395 18 9	850 0 0	244 19 10

## COUNTY OF MONTGOMERY.

Llanfyllin - - - - -	26 2 5	365 12 7	- - - - -	- - - - -	177 10 0	22 13 2
Machynlleth - - - - -	- - - - -	10 0 0	- - - - -	- - - - -	122 1 0	4 4 8
Newtown and Llanidloes - - - - -	220 18 3	168 0 0	1,212 12 0	- - - - -	275 16 8	645 7 11
Welshpool and Forden - - - - -	- - - - -	240 8 5	1,359 0 1	- - - - -	215 0 0	55 4 9
	246 15 8	784 1 0	2,571 12 1	- - - - -	790 7 8	727 10 1

COUNTY OF YORK.

Interest of Debt.	Principal Repaid.	Other Payments.	TOTAL EXPENDITURE.	BALANCE, 31st December 1875.		DEBTS.		
				In hand.	Overspent.	PRINCIPAL UNPAID.	Average Rate of Interest per Cent.	UNPAID INTEREST.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.
- - -	- - -	1 15 2	954 12 2	170 9 1	101 9 8	—	—	—
- - -	- - -	18 11 8	3,329 16 6	691 9 7	148 4 10	—	—	—
*52 17 2	*90 0 0	- - -	3,567 17 3	541 2 3	57 15 10	1,260 0 0	*—	—
- - -	- - -	- - -	3,159 2 5	1,031 19 3	1 17 5	—	—	—
- - -	- - -	32 9 11	912 18 4	185 16 7	19 6 0	—	—	—
- - -	- - -	0 15 0	1,521 9 4	501 18 0	56 13 0	—	—	—
- - -	- - -	2 7 0	4,998 5 2	487 8 8	845 11 5	—	—	—
- - -	- - -	24 2 5	4,889 17 0	689 14 5	132 17 2	—	—	—
- - -	- - -	- - -	1,705 11 8	289 8 4	48 5 4	—	—	—
- - -	- - -	- - -	1,594 6 10	168 2 4	37 0 11	—	—	—
- - -	- - -	4 14 6	3,777 7 4	657 13 3	68 17 10	—	—	—
- - -	- - -	5 3 0	3,095 2 1	527 8 8	38 15 0	—	—	—
- - -	- - -	57 18 9	1,955 1 8	518 13 3	123 8 9	—	—	—
20 9 0	14 1 8	6 16 6	2,382 13 10	602 5 9	159 11 10	402 4 6	5	—
7 0 0	20 0 0	- - -	3,270 10 8	786 13 6	78 2 10	420 0 0	4½	—
34 13 9	89 10 1	6 4 0	3,116 6 4	325 6 8	70 19 2	953 18 7	5	—
- - -	- - -	103 15 10	5,009 7 7	40 2 4	—	—	—	—
17 18 5	30 0 0	25 13 3	7,532 7 2	1,233 13 8	129 0 3	480 0 0	5	—
- - -	- - -	19 10 3	2,228 6 1	180 5 0	75 6 4	—	—	—
6 1 7	29 5 5	- - -	4,294 4 4	253 2 11	1,507 18 1	117 7 10	4	—
38 19 11	272 17 2	309 17 3	62,795 3 9	9,882 13 6	3,701 1 8	3,633 10 11	—	—

† Including repair of 26 miles of existing turnpike roads.

NORTH WALES.

COUNTY OF ANGLESEY.

- - -	- - -	7 4 0	250 4 2	- - -	3 13 5	—	—	—
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COUNTY OF DENBIGH.

- - -	- - -	- - -	738 2 7	120 6 10	8 7 1	—	—	—
- - -	- - -	- - -	1,259 0 6	126 3 2	137 19 11	—	—	—
- - -	- - -	4 0 0	1,219 0 11	156 19 11	108 17 9	—	—	—
- - -	- - -	1 5 0	958 18 2	178 13 6	6 7 3	—	—	—
- - -	- - -	12 7 9	4,041 15 9	486 17 0	232 9 3	—	—	—
- - -	- - -	17 12 9	8,216 17 11	1,069 0 5	494 1 3	—	—	—

COUNTY OF MONTGOMERY.

- - -	- - -	10 1 7	2,512 15 10	281 19 2	282 9 10	—	—	—
- - -	- - -	71 15 1	675 3 2	168 6 0	108 5 1	—	—	—
- - -	- - -	92 11 6	4,517 10 4	305 10 6	384 10 0	300 0 0	3½	1 13 11
- - -	- - -	- - -	3,958 15 4	633 2 2	—	—	—	—
- - -	- - -	174 8 2	11,664 4 8	1,888 17 10	775 4 11	300 0 0	3½	1 13 11

## SOUTH WALES.

III.—ABSTRACT of the GENERAL STATEMENTS of the RECEIPTS and EXPENDITURE on account of the HIGHWAYS, 1875, pursuant to the Act of 1862.

## COUNTY OF BRECON.

NAME OF DISTRICT.	Length of Highways.	BALANCE, 25th March 1874.		RECEIPTS.			Man. Labo.
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	
Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Brecon - - - 30	192 0	80 11 5	43 1 6	1,138 0 0	- - -	1,138 0 0	745 1
Builth - - - 21	195 2	23 7 5	48 2 5	1,007 8 0	0 1 0	1,007 9 0	498 1
Crickhowell - - 10	153 7	54 8 11	90 12 2	984 5 4	0 15 0	985 0 4	546 1
Devynnock - - - 12	217 0	85 15 8	60 6 1	1,238 0 0	- - -	1,238 0 0	827 1
Talgarth - - - 26	170 1	117 16 8	207 17 2	1,086 0 0	17 2 0	1,103 2 0	543 1
Vaynor - - - 6	74 3	35 3 11	14 7 5	835 0 0	10 3 5	845 3 5	525
Ystradgunlais - - 8	30 0	113 19 6	1 12 5	321 0 0	17 18 4	338 18 4	252 1
113	1,032 5	511 3 6	465 19 2	6,609 13 4	45 19 9	6,655 13 1	3,940 1

## COUNTY OF CARDIGAN.

Aberayron - - - 14	293 6	59 9 7	17 16 0	549 0 0	- - -	549 0 0	344 1
Cardigan - - - 8	71 1	33 13 1	18 18 7	269 0 0	- - -	269 0 0	128 1
Geneurglyn, Lower - - 11	87 6	8 17 9	4 4 3	334 0 0	- - -	334 0 0	189
Geneurglyn, Upper - - 7	62 4	5 1 4	9 2 4	281 0 0	- - -	281 0 0	146
Lampeter - - - 10	96 5	29 2 10	32 18 1	298 0 0	- - -	298 0 0	217 1
Llandyssil - - - 3	61 0	1 3 2	42 5 3	216 1 1	0 7 0	216 8 1	82 1
Newcastle Emlyn - - 9	110 0	59 3 8	4 0 2	479 12 0	2 0 0	481 12 0	298 1
Tregaron, Lower - - - 15	91 2	96 17 4	64 4 0	356 0 0	- - -	356 0 0	282 1
Tregaron, Upper - - - 12	90 5	4 16 7	25 6 10	387 0 0	- - -	387 0 0	226
Ystwyth, Lower - - 7	90 0	8 18 11	3 5 1	363 0 0	- - -	363 0 0	239
Ystwyth, Upper - - 5	94 0	4 7 2	2 0 3	356 0 0	- - -	356 0 0	234
101	1,148 5	311 11 5	224 0 10	3,888 13 1	2 7 0	3,891 0 1	2,390

## COUNTY OF CARMARTHEN.

Carmarthen - - - 13	216 6	151 18 3	36 11 7	524 3 5	3 3 9	527 7 2	283 1
Cross Inn - - - 29	118 0	78 12 2	62 14 10	416 2 7	- - -	416 2 7	179
Kidwelly - - - 1	8 1	- - -	43 19 0	280 1 7	5 0 0	285 1 7	63
Llanboidy - - - 11	164 0	30 14 0	72 14 8	1,526 0 0	28 0 7	1,554 0 7	423 1
Llandilofawr - - - 17	142 2	47 8 7	89 6 1	937 0 0	- - -	937 0 0	520 1
Llandovery - - - 13	168 6	17 4 8	41 13 7	670 0 0	- - -	670 0 0	299
Llanelly - - - 13	117 7	139 13 11	380 10 5	1,358 8 8	- - -	1,358 8 8	1,050 1
Llangadock - - - 12	92 4	90 3 6	1 12 1	429 7 9	11 10 0	440 17 9	171 1
Llangendeirne - - 7	160 4	91 0 6	12 6 10	997 12 2	12 19 6	1,010 11 8	343 1
Llanllawddog - - 6	96 0	31 11 2	6 13 2	287 15 0	- - -	287 15 0	146
Llansawel - - - 16	155 2	122 18 10	23 3 5	931 0 0	- - -	931 0 0	333 1
Newcastle Emlyn - - 6	110 4	25 4 5	9 12 10	363 0 0	- - -	363 0 0	146 1
St. Clears - - - 13	104 6	88 16 3	11 17 10	824 14 4	- - -	824 14 4	369 1
157	1,655 2	915 6 3	792 16 4	9,545 5 6	60 13 10	9,605 19 4	4,331 1



## SOUTH WALES.

PARISHES, TOWNSHIPS, &c. in the several COUNTIES of SOUTH WALES for the Year ending the 25th March  
rd & 24th Victoria, Cap. 68.

## COUNTY OF BRECON.

EXPENDITURE.						BALANCE, 25th March 1875.	
Labour.	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
-	279 13 0	12 17 4	173 11 0	8 13 0	1,220 12 3	65 10 1	110 12 5
-	402 0 11	15 18 0	112 10 8	1 10 0	1,030 10 9	6 19 3	54 16 0
5 1	100 9 2	20 5 4	176 0 0	13 2 8	920 16 6	109 8 8	81 8 1
2 0	119 15 7	18 7 3	132 11 0	3 5 0	1,130 15 8	144 5 8	11 11 9
2 8	457 19 11	24 9 5	125 0 0	61 7 4	1,283 15 1	102 9 8	373 3 3
7 3	14 9 8	100 6 1	112 0 0	19 6 1	872 10 3	37 14 9	44 5 1
-	68 12 7	-	84 1 0	2 1 0	407 13 1	70 13 3	27 0 11
17 0	1,443 0 10	192 3 5	915 13 8	109 5 1	6,866 13 7	537 1 4	702 17 6

## COUNTY OF CARDIGAN.

9 10	-	-	2 8 4	73 15 3	2 10 0	535 10 7	60 5 9	5 2 9
4 8	48 6 2	-	-	62 18 4	3 5 6	253 13 11	38 17 7	8 17 0
0 0	51 15 3	-	5 15 0	57 10 10	1 19 11	330 17 8	12 6 8	4 10 10
7 6	22 17 10	-	6 3 10	57 10 0	1 18 0	279 17 6	2 3 8	5 2 2
19 10	-	-	-	48 5 0	12 5 8	333 6 1	16 9 10	55 11 2
11 0	43 0 0	-	-	31 0 0	-	182 10 10	0 0 8	7 5 6
14 6	77 13 9	-	1 16 3	73 0 0	-	480 17 9	56 6 7	10 8 10
5 0	40 17 0	-	5 8 6	57 10 0	1 16 2	428 10 1	50 2 7	89 19 4
1 0	54 14 1	-	2 17 2	57 10 0	1 6 10	356 9 4	47 19 2	37 18 9
0 11	40 3 4	-	1 17 2	57 10 0	2 18 11	351 13 2	19 11 0	2 10 4
2 0	45 15 6	-	2 6 6	57 9 11	1 17 0	353 14 11	6 16 2	2 4 2
6 3	425 2 11	-	28 12 9	633 19 4	29 18 0	3,887 1 10	320 19 8	229 10 10

## COUNTY OF CARMARTHEN.

8 9	165 8 1	20 5 2	110 0 0	13 9 4	606 2 5	99 17 6	63 6 1
4 9	127 10 6	11 17 6	67 10 0	28 10 5	425 13 4	69 19 11	63 12 4
8 6	111 18 3	14 9 4	32 0 0	2 8 0	275 11 5	-	34 8 10
5 10	811 2 10	43 13 9	120 0 0	3 15 0	1,495 7 5	60 11 0	43 18 6
3 5	146 10 3	98 8 9	101 1 8	15 1 0	934 2 10	59 18 6	98 18 10
16 1	198 7 4	8 4 10	95 0 0	1 12 6	653 3 2	39 5 1	46 17 2
-	-	9 9 4	171 0 0	0 13 2	1,231 13 7	119 16 8	233 18 1
1 1	158 13 1	5 19 3	60 10 0	8 4 4	417 6 8	115 6 2	3 3 8
10 5	431 2 10	93 4 4	105 0 0	35 2 9	1,023 11 8	69 15 4	4 1 8
11 9	66 3 8	2 17 9	55 0 0	7 17 10	309 19 0	21 0 4	18 6 4
15 3	346 14 0	7 7 11	100 15 0	6 19 1	832 3 7	204 0 10	5 9 0
2 1	99 9 1	5 4 11	70 5 0	5 2 6	357 0 1	30 17 3	9 5 9
4 7	329 17 4	12 5 7	115 0 0	13 9 9	870 7 10	109 9 6	78 4 7
12 6	2,992 17 3	333 8 5	1,203 1 8	142 5 8	9,432 3 0	999 17 1	703 10 10

## COUNTY OF GLAMORGAN.

NAME OF DISTRICT.	Length of Highways.	BALANCE, 25th March 1874.		RECEIPTS.			Manu- Labour
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	
	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Bridgend - - -	- 29	169 2	170 19 3	143 15 8	1,596 0 0	1,596 0 0	1,121
Cowbridge - - -	- 28	148 0	95 14 8	119 5 3	1,213 0 0	1,214 11 0	618
Dynas Powis - -	- 23	146 7	63 6 3	100 8 4	2,023 0 6	2,075 7 2	1,026
Gelligaer - - -	- 3	83 1	524 3 5	- - -	1,805 0 0	1,806 0 0	1,995 12
Gower - - - -	- 19	100 4	89 17 11	184 10 3	1,187 0 0	1,187 0 0	608 12
Llandaff - - -	- 19	133 3	228 3 7	86 5 5	1,954 1 1	1,954 1 1	964 0
Neath - - - -	- 30	189 6	558 15 0	481 0 1	3,280 0 2	3,288 0 2	2,594 2
Pontypridd, No. 1 -	- 3	92 3	1,783 9 5	975 14 2	7,101 11 1	7,101 11 1	7,706 1
Pontypridd, No. 2 -	- 3	134 0	20 4 11	1 13 10	4,362 9 7	4,362 9 7	1,068 10
Swansea - - -	- 17	124 4	224 1 2	56 1 6	1,470 10 6	1,470 10 6	918 2
	174	1,321 6	3,758 15 7	2,148 14 6	25,992 12 11	26,055 10 7	18,622 2

## COUNTY OF PEMBROKE.

NAME OF DISTRICT.	Length of Highways.	BALANCE, 25th March 1874.		RECEIPTS.			Manu- Labour
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	
	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Boncath - - -	- 14	125 7	30 9 7	27 12 10	708 0 0	716 0 6	222 1
Haverfordwest, North -	- 17	200 0	122 8 4	23 14 6	1,403 0 0	1,403 0 0	498 2
Haverfordwest, South -	- 19	173 6	218 14 5	33 2 6	1,064 0 0	1,064 0 0	375 12
Llwhaden - - -	- 11	49 0	46 11 9	29 7 1	464 10 0	464 15 0	135 7
Mathry - - - -	- 19	220 1	222 18 7	160 10 5	1,169 0 0	1,169 0 0	536 0
Midland - - - -	- 13	64 5	23 15 9	33 2 1	537 0 0	564 11 3	194 2
Narberth - - -	- 12	61 1	31 16 6	0 19 3	829 4 0	831 16 4	307 8
Newport - - - -	- 19	150 2	21 1 1	66 8 4	492 15 0	493 10 0	165 10
Pembroke - - -	- 17	159 0	86 2 4	30 5 6	922 9 11	922 9 11	241 2
St. Dogmells - - -	- 1	8 5	12 19 10	- - -	54 0 0	54 0 0	32 2
Tenby - - - -	- 11	93 1	87 4 9	- - -	754 12 10	754 14 8	231 9
	153	1,305 4	904 2 11	405 2 6	8,398 11 9	8,437 17 8	2,939 1

## COUNTY OF RADNOR.

NAME OF DISTRICT.	Length of Highways.	BALANCE, 25th March 1874.		RECEIPTS.			Manu- Labour
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	
	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
Colwyn - - - -	- 12	63 0	4 13 3	36 13 8	329 0 0	329 6 0	172 8
Knighton - - -	- 23	230 0	258 2 2	16 19 9	760 0 0	760 0 0	469 7
Paincastle - - -	- 11	103 0	82 0 10	22 8 5	489 0 0	489 0 0	251 16
Radnor - - - -	- 17	150 0	46 6 6	27 9 7	714 0 0	714 0 0	285 13
Rhayader - - -	- 24	169 4	101 15 1	29 9 9	786 0 0	786 0 0	357 1
	87	715 4	492 17 10	133 1 2	3,078 0 0	3,078 6 0	1,536 7

## ABSTRACT.

NAMES OF COUNTIES.	Length of Highways.	BALANCE, 25th March 1874.		RECEIPTS.			Manu- Labour
		In Hand.	Overspent.	Rates or Assessments.	Other Receipts.	TOTAL RECEIPTS.	
	Returns.	M. F.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
BRECONSHIRE - - -	- 113	1,032 5	511 3 6	465 19 2	6,609 13 4	6,655 13 1	3,940 13
CARDIGANSHIRE - -	- 101	1,148 5	311 11 5	224 0 10	3,888 13 1	3,891 0 1	2,390 2
CARMARTHENSHIRE -	- 157	1,655 2	915 6 3	792 16 4	9,545 5 6	9,605 19 4	4,331 17
GLAMORGANSHIRE -	- 174	1,321 6	3,758 15 7	2,148 14 6	25,992 12 11	26,055 10 7	18,622 5
PEMBROKESHIRE - -	- 153	1,305 4	904 2 11	405 2 6	8,398 11 9	8,437 17 8	2,939 1
RADNORSHIRE - - -	- 87	715 4	492 17 10	133 1 2	3,078 0 0	3,078 6 0	1,536 7
	785	7,179 2	6,893 17 6	4,169 14 6	57,512 16 7	57,724 6 9	33,760 8

COUNTY OF GLAMORGAN.

EXPENDITURE.						BALANCE, 25th March 1875.	
	Materials.	Tradesmen's Bills.	Salaries.	Other Payments.	TOTAL EXPENDITURE.	In Hand.	Overspent.
<i>l. s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>	<i>£ s. d.</i>
5 0	21 6 2	137 17 11	145 0 0	12 13 5	1,741 5 4	155 17 8	273 19 5
6 8	42 14 9	33 5 2	156 2 0	28 12 8	1,050 19 11	219 2 11	79 2 5
1 8	364 9 9	10 2 7	196 1 11	124 0 0	2,048 5 0	92 7 5	102 7 4
8 6	52 12 4	63 3 2	150 0 0	36 8 11	2,561 15 3	41 17 5	273 9 3
1 8	131 11 5	- - -	130 0 0	17 13 6	1,064 12 3	86 4 5	58 9 0
3 0	580 15 5	51 18 0	180 0 0	61 3 11	1,886 0 10	316 14 2	106 15 9
9 6	352 18 11	128 17 0	205 0 0	40 11 6	3,464 9 4	343 14 1	442 8 4
8 0	- - -	72 10 7	180 10 0	25 5 3	8,099 15 7	- - -	190 9 3
1 10	2,145 2 4	58 10 10	170 0 0	846 10 6	4,368 5 9	14 14 4	1 19 5
0 3	368 5 7	- - -	165 0 0	17 14 5	1,625 2 8	196 9 3	183 1 9
6 1	4,059 16 8	556 5 3	1,677 13 11	1,210 14 1	27,910 11 11	1,467 1 8	1,712 1 11

COUNTY OF PEMBROKE.

353 17 3	17 5 9	87 10 0	30 12 3	729 13 8	56 16 10	67 13 3
715 10 9	27 2 0	130 0 0	- - -	1,409 3 9	109 6 4	16 16 3
575 18 8	18 9 6	125 0 0	- - -	1,095 1 0	155 7 1	0 16 2
191 6 5	1 18 0	75 0 0	2 1 2	413 6 3	77 8 1	8 14 8
488 0 9	10 2 4	118 0 0	0 5 0	1,192 14 7	129 1 1	90 7 6
255 3 7	16 8 3	80 0 0	- - -	569 11 3	41 18 7	56 4 11
403 15 5	21 19 0	80 0 0	1 0 0	819 6 2	52 5 3	8 17 10
186 15 10	8 19 6	100 0 2	4 10 3	482 10 11	21 19 9	56 7 11
434 7 1	39 14 0	131 0 0	87 7 3	982 8 9	27 12 10	31 14 10
10 11 4	12 6 3	11 5 0	1 6 7	78 6 7	- - -	11 6 9
405 8 3	5 11 1	88 0 0	5 14 0	765 7 4	83 1 9	6 9 8
4,020 15 4	179 15 8	1,025 15 2	132 16 6	8,537 10 3	754 17 7	355 9 9

COUNTY OF RADNOR.

1 14 6	- - -	45 0 0	27 10 1	304 3 5	1 4 2	8 2 0
8 15 2	4 1 6	75 11 0	42 5 0	854 16 10	197 12 0	51 6 5
94 14 9	20 18 5	66 0 0	14 10 2	519 14 4	71 4 9	42 6 8
110 10 3	35 19 0	59 13 4	- - -	665 11 9	91 1 2	23 16 0
26 11 0	10 8 6	66 5 0	11 2 4	710 15 1	148 15 1	1 4 10
242 5 8	71 7 5	312 9 4	95 7 7	3,055 1 5	509 17 2	126 15 11

ABSTRACT.

EXPENDITURE.						BALANCE, 25th March 1875.								
am bour.	Materials.		Tradesmen's Bills.		Salaries.		Other Payments.		TOTAL EXPENDITURE.		In Hand.		Overspent.	
£ s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
17 0	1,443	0 10	192	3 5	915	13 8	109	5 1	6,866	13 7	537	1 4	702	17 6
6 3	425	2 11	28	12 9	633	19 4	29	18 0	3,887	1 10	320	19 8	229	10 10
12 6	2,992	17 3	333	8 5	1,203	1 8	142	5 8	9,432	3 0	999	17 1	703	10 10
16 1	4,059	16 8	556	5 3	1,677	13 11	1,210	14 1	27,910	11 11	1,467	1 8	1,712	1 11
6 6	4,020	15 4	179	15 8	1,025	15 2	132	16 6	8,537	10 3	754	17 7	355	9 9
3 8	242	5 8	71	7 5	312	9 4	95	7 7	3,055	1 5	509	17 2	126	15 11
2 0	13,183	18 8	1,361	12 11	5,768	13 1	1,720	6 11	59,689	2 0	4,589	14 6	3,830	6 9



L O N D O N :

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,  
Printers to the Queen's most Excellent Majesty.

For Her Majesty's Stationery Office.

ROADS AND BRIDGES. (SCOTLAND).

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RETURN to an Address of the Honourable The House of Commons,  
dated 19 March 1877;—for,

- “ RETURNS of the VALUATION as appearing on the last VALUATION ROLL of the LANDS and HERITAGES within (1) each ROYAL BURGH; (2) each PARLIAMENTARY BURGH; and (3) each other BURGH constituted under any GENERAL POLICE ACT, or any LOCAL ACT, and having a Population, according to the last Census, exceeding 10,000, in each of the COUNTIES of LANARK and RENFREW :”
- “ Of the VALUATION as appearing on the last VALUATION ROLL of the LANDS and HERITAGES within each of those COUNTIES, excluding the BURGHs above mentioned :”
- “ Of the Mileage, Cost of Maintenance, and Cost of Management, respectively, of (1) the Turnpike Roads; (2) the Statute Labour Roads; and (3) the other Public Roads and Streets within each of the BURGHs above-mentioned for the last Year for which the Accounts of such Cost have been made up :”
- “ Of the Mileage, Cost of Maintenance, and Cost of Management, respectively, of (1) the Turnpike Roads; (2) the Statute Labour Roads; and (3) the other Public Roads (if any) within each of the said COUNTIES, excluding those BURGHs for the same Period :”
- “ And, of the Amount of Debt, and the Amount of Interest Paid thereon, during the last Year for which the Accounts are made up, affecting (1) the Turnpike Roads; (2) the Statute Labour Roads; and (3) the other Roads and Streets within the said COUNTIES respectively, and the several BURGHs therein, separating as far as practicable the Debts affecting the Roads and Streets within the said BURGHs, or any of them, from the Debts affecting the Roads within the said COUNTIES, exclusive of those BURGHs, and specifying any of such Debts which are due to or by the CORPORATIONS of any such BURGHs.”

Crown Office, Edinburgh, }  
26 June 1877.

JAS. AULDJO JAMIESON,  
Crown Agent.

(Colonel Mure.)

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Ordered, by The House of Commons, to be Printed,  
27 June 1877.

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## RETURN RELATING TO ROADS AND BRIDGES (SCOTLAND).

RETURNS of the VALUATION as appearing on the last VALUATION ROLL of the LANDS and HERITAGES under any GENERAL POLICE ACT, or any LOCAL ACT, and having a Population, according to the last Census VALUATION ROLL of the LANDS and HERITAGES within each of those COUNTIES, excluding the BURGHs Turnpike Roads; (2) the Statute Labour Roads; and (3) the other Public Roads and Streets within each of the Mileage, Cost of Maintenance, and Cost of Management, respectively of—(1) the Turnpike Roads; (2) the those BURGHs for the same Period; and, of the Amount of Debt, and the Amount of Interest paid thereon Labour Roads; and (3) the other Roads and Streets within the said COUNTIES respectively, and the several BURGHs, or any of them, from the Debts affecting the Roads within the said COUNTIES, exclusive of those

NAME OF COUNTY OR BURGH.	Valuation, as appearing on last Valuation Roll.	NAME OF ROAD.	(1.) TURNPIKE ROADS.			(2.) STATUTE LABOUR ROADS.		
			MILEAGE.	COST OF—		MILEAGE.	COST OF—	
				(1.) Maintenance.	(2.) Management.		(1.) Maintenance.	(2.) Management.
	£. s. d.		M. F. Yds.	£. s. d.	£. s. d.	M. F. Yds.	£. s. d.	£. s. d.
LANARKSHIRE	1,718,393 12 2	Excluding those Royal, Parliamentary, and Police Burghs whose Valuations are entered below.						—
		TURNPIKE TRUSTS:						
		Bathgate and Airdrie	(a)16 6 165	(a)932 - -	(a)161 10 -	-	-	-
		Biggar and Leadhills	35 0 0	265 10 4	73 1 7	-	-	-
		Cambuslang and Muirkirk. (d)	41 4 200	3,443 - 7	369 19 5	-	-	-
		Carluke (e) -	21 0 0	565 7 6	45 - -	-	-	-
		Corsesthill (f) -	40 7 0	414 7 5	100 - -	-	-	-
		Under.						
		Crossford Bridge -	1 0 0	9 6 4	11 2 8	-	-	-
		Garion Bridge -	0 0 110	14 15 6	26 10 2	-	-	-
		Garngad -	1 7 184	248 6 6	43 13 1	-	-	-
		Garscube -	2 3 203	1,630 9 6	112 16 2	-	-	-
		Glasgow Bridges -	-	653 15 7	239 6 6	—	—	—
		Glasgow, Kirkintilloch, and Baldernock. (l)	8 0 195	2,388 2 11	250 - -	-	-	-
		Glasgow, Renfrew, and Three-Mile-House.	(m)6 2 167	(m)3,179 3 1	150 - -	—	—	—
		Glasgow and Shotts -	(n)41 0 68	(n)2,877 5 2	(n)301 16 5	—	—	—
		Great Western and St. George's.	2 5 104	1,424 4 7	60 - -	-	-	-
		Lanark and Hamilton	(o)12 0 0	303 12 4	45 - -	-	-	-
		Lanarkshire, East and West.	30 0 0	509 6 11	99 8 7	-	-	-
		Lanarkshire, North and South. (r)	44 0 0	1,028 2 -	179 - -	-	-	-
		Wilsontown and Biggar.	8 2 0	88 15 1	17 - -	-	-	-
		Wilsontown and Lanark. (s)	-	132 10 5	20 - -	-	-	-
		Yoker -	7 4 91	2,797 19 8	130 - -	—	—	—
		Renfrewshire, First District (part of).	6 6 43	710 2 8	50 - -	-	-	-
		TOTAL -	327 4 110	23,616 4 1	2,485 4 7	-	-	-

(a) Excluding Linlithgowshire portion of road, and also portion in burgh of Airdrie.

(b) Applicable to Lanarkshire portion of road, including burgh of Airdrie, and includes unpaid interest.

(c) This return does not include unpaid interest. According to printed abstract for 1874-75, it amounted to 5,483 l. 3 s.

There is also an old subscription debt of 1,405 l. 19 s. upon which no interest has ever been paid.

(d) The mileage and expenditure of those portions of the road which are within the burghs of Glasgow and Hamilton are not included. The debt affects the whole road; 3,674 l. 12 s. 8 d. is due to corporation of Glasgow.

(e) The mileage and expenditure of portion of road within burgh of Wishaw are not included.

The debt affects whole road, but does not include unpaid interest, which, according to printed abstract for 1874-75, amounted to 7,348 l. 4 s. 6 d.

(f) This return includes 534 yards within burgh of Lanark. Besides the debt, there was, according to printed abstract for 1874-75, unpaid interest amounting to 9,987 l. 14 s.

(g) The interest entered is for two years.

The debt has since been reduced to 68 l.

(h) Besides original subscriptions, amounting to 2,307 l. 12 s.

There is a balance in bank amounting to 1,868 l. 11 s. 5 d.

(i) Exclusive of original subscriptions, amounting to 5,566 l. - s. 11 d. with interest thereon to Whitsunday 1864.

(k) Debt due to board of police, or corporation of Glasgow.

(l) This road is situated in the counties of Lanark, Stirling, and Dumbarton. The return is an approximate estimate of the mileage, expenditure, and debt, &c., of the Lanarkshire portion.

(m) Exclusive of portion of road within burgh of Glasgow.

(n) Exclusive of portions of road within burghs of Glasgow and Hamilton.



within—(1) each ROYAL BURGH; (2) each PARLIAMENTARY BURGH; and (3) each other BURGH constituted exceeding 10,000, in each of the COUNTIES of *Lanark* and *Renfrew*; of the VALUATION as appearing on the last above mentioned; of the Mileage, Cost of Maintenance, and Cost of Management, respectively of—(1) the BURGHs above mentioned for the last Year for which the Accounts of such Cost have been made up: of the Statute Labour Roads; and (3) the other Public Roads (if any) within each of the said COUNTIES, excluding during the last Year for which the Accounts are made up, affecting—(1) the Turnpike Roads; (2) the Statute BURGHs therein, separating as far as practicable the Debts affecting the Roads and Streets within the said BURGHs, and specifying any of such Debts which are due to or by the CORPORATIONS of any such BURGHs.

OTHER PUBLIC ROADS AND STREETS.			D E B T S.					
MILEAGE.	COST OF—		(1.) ON TURNPIKE ROADS.		(2.) STATUTE LABOUR ROADS.		(3.) OTHER PUBLIC ROADS.	
	(1.) Maintenance.	(2.) Management.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.
<i>M. F. Yds.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>
—	—	—	—	—	—	—	—	—
—	—	—	(b)45,560 12 8	—	—	—	—	—
—	—	—	(c)3,960 8 10	163 — —	—	—	—	—
—	—	—	35,905 — 8	1,795 5 —	—	—	—	—
—	—	—	2,684 11 6	—	—	—	—	—
—	—	—	3,222 — —	—	—	—	—	—
—	—	—	(g) 238 — —	(g) 23 16 —	—	—	—	—
—	—	—	(h)2,413 — 9	—	—	—	—	—
—	—	—	(i)3,684 9 8	57 13 5	—	—	—	—
—	—	—	(k)2,100 — —	105 — —	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	485 — —	21 17 —	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	10,726 1 —	423 13 6	—	—	—	—
—	—	—	(p)7,351 5 —	183 15 8	—	—	—	—
—	—	—	(q)54,841 2 11	395 4 6	—	—	—	—
—	—	—	49,721 8 11	557 11 6	—	—	—	—
—	—	—	550 — —	22 — —	—	—	—	—
—	—	—	6,129 9 9	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	(t)	—	—	—	—	—
—	—	—	229,572 11 8	3,748 16 7	—	—	—	—

) Includes 753 yards within burgh of Lanark.			
) Includes unpaid interest. £. 300 of debt due to burgh of Lanark, with interest thereon.			
) This Debt is made up as follows:			
Debt due to Government	—	£. s. d.	£. s. d.
Unpaid interest thereon	—	16,633 1 11	34,833 11 11
			51,466 13 10
Debt due to local creditors	—	2,600 — —	
Unpaid interest thereon	—	774 9 1	3,374 9 1
		£.	54,841 2 11

(r) This return excludes Dumbartonshire portion of road (one-tenth), and also portion within burgh of Airdrie. It includes 1,336 yards in burgh of Lanark.  
The debt does not include unpaid interest. According to the printed abstract for 1874-75 the unpaid interest amounted to 92,931 l. 11 s. 11 d. £. 1,400 of the debt is due to burgh of Lanark.  
(s) No return received. These figures have been taken from printed abstract for 1874-75, which does not state mileage.  
(t) Included in Return of Renfrewshire portion of road.

## RETURN RELATING TO ROADS AND BRIDGES (SCOTLAND).

RETURNS of the Valuation as appearing on the last Valuation Roll of the Lands and Heritages within—(1) each Royal Burgh;

NAME OF COUNTY OR BURGH.	Valuation, as appearing on last Valuation Roll.	NAME OF ROAD.	(1.) TURNPIKE ROADS.				(2.) STATUTE LABOUR ROADS.			
			MILEAGE.	COST OF—		MILEAGE.	COST OF—			
				(1.) Maintenance.	(2.) Management.		(1.) Maintenance.	(2.) Management.		
LANARKSHIRE—continued.		STATUTE LABOUR ROADS:					M. F. Yds.	£. s. d.	£. s. d.	
		Avondale - - - - -	-	-	-	-	60 0 0	443 13 8	72 - -	
		Barony (b) - - - - -	-	-	-	-	26 0 0	1,332 15 7	145 7 -	
		Biggar - - - - -	-	-	-	-	12 0 0	78 7 4	7 - -	
		Blantyre - - - - -	-	-	-	-	13 0 150	495 16 9	15 17 9	
		Bothwell - - - - -	-	-	-	-	32 0 0	863 14 6	142 9 -	
		Cadder - - - - -	-	-	-	-	42 0 0	529 19 11	55 10 4	
		Cambuslang - - - - -	-	-	-	-	15 0 0	309 16 2	44 10 6	
		Cambusnethan - - - - -	-	-	-	-	30 4 0	(c) 872 15 5	63 7 1	
		Carluke - - - - -	-	-	-	-	42 4 0	483 1 6	90 - -	
		Carmichael - - - - -	-	-	-	-	24 0 0	(d) 151 8 9	10 14 -	
		Carmunnock - - - - -	-	-	-	-	5 0 0	112 5 -	11 14 -	
		Carnwath - - - - -	-	-	-	-	51 0 0	469 12 6	40 4 -	
		Carstairs - - - - -	-	-	-	-	10 0 0	65 12 9	8 10 1	
		Covington and Thankerton. - - - - -	-	-	-	-	8 6 14	(e) 55 16 5	11 6 -	
		Crawford - - - - -	-	-	-	-	24 0 0	129 10 9	6 - -	
		Crawfordjohn - - - - -	-	-	-	-	28 0 0	116 12 2	8 5 -	
		Culter - - - - -	-	-	-	-	8 6 0	37 10 -	- - -	
		Dalserf - - - - -	-	-	-	-	17 0 0	485 - -	48 - -	
		Dalziel - - - - -	-	-	-	-	8 0 0	181 - 10	31 9 1	
		Dolphinton - - - - -	-	-	-	-	5 4 0	16 - -	2 2 -	
		Douglas - - - - -	-	-	-	-	16 0 0	201 12 8	20 11 -	
		Dunsyre - - - - -	-	-	-	-	9 0 0	33 4 1	5 1 -	
		Glassford - - - - -	-	-	-	-	18 0 0	9 3 4	15 4 -	
		Govan (h) - - - - -	-	-	-	-	8 7 214	1,197 12 7	139 2 -	
		Hamilton - - - - -	-	-	-	-	28 2 62	822 10 10	85 14 -	
		Kilbride, East - - - - -	-	-	-	-	59 0 0	662 16 3	85 3 1	
		Lamington - - - - -	-	-	-	-	5 4 0	30 12 10	5 5 -	
		Lanark - - - - -	-	-	-	-	36 0 0	290 16 -	30 - -	
		Lesmahagow (i) - - - - -	-	-	-	-	80 0 0	793 13 10	74 9 -	
		Libberton - - - - -	-	-	-	-	21 0 0	30 11 7	34 17 -	
		Monkland, New - - - - -	-	-	-	-	56 7 0	557 1 -	146 16 -	
		Monkland, Old - - - - -	-	-	-	-	40 7 46	1,508 14 5	127 17 -	
		Pettinain - - - - -	-	-	-	-	9 0 0	44 12 3	7 6 -	
		Rutherglen - - - - -	-	-	-	-	5 0 0	212 7 11	22 15 -	
		Shotts - - - - -	-	-	-	-	80 0 0	664 2 4	61 1 -	
		Stonehouse (l) - - - - -	-	-	-	-	19 5 0	287 1 1	42 7 -	
		Synington - - - - -	-	-	-	-	5 0 0	10 13 7	4 4 -	
		Walston - - - - -	-	-	-	-	9 0 0	26 1 3	3 14 -	
		Wiston and Roberton - - - - -	-	-	-	-	15 4 0	104 9 3	10 9 -	
TOTAL - - -						985 6 46	14,718 7 1	1,736 10 -		

(a) Interest paid on 500 £, being the amount of debt for previous year.

(b) The roads to which this Return applies are outwith the Burgh of Glasgow.

(c) Cost of maintenance exceptionally high; it includes a sum of 89£. 9s. 2d. for repairs of bridges.

(d) Cost of maintenance, 30£. above an average; trustees expect to off debt during current year.

(e) Expenditure exceptionally heavy.

# RETURN RELATING TO ROADS AND BRIDGES (SCOTLAND).

5

(2.) each Parliamentary Burgh; and (3) each other Burgh constituted under any General Police Act, &c.—*continued*.

(3.) OTHER PUBLIC ROADS AND STREETS.			D E B T S.					
MILEAGE.	COST OF—		(1.) ON TURNPIKE ROADS.		(2.) STATUTE LABOUR ROADS.		(3.) OTHER PUBLIC ROADS.	
	(1.) Maintenance.	(2.) Management.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.
<i>M. F. Yds.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>
- -	- -	- -	- - -	- - -	300 - -	(a) 20 - -	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	143 6 10	2 14 2	- -	- -
- -	- -	- -	- - -	- - -	1,660 - -	66 8 -	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
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- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	1,494 - -	59 15 2	- -	- -
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- -	- -	- -	- - -	- - -	(f) 16 12 7	- 16 8	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	(g) 60 - -	2 8 -	- -	- -
- -	- -	- -	- - -	- - -	300 - -	13 - -	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	80 1 9	3 13 6	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	516 7 -	25 14 2	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	375 5 -	16 14 10	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	1,200 - -	47 2 11	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	(h) 48 8 11	- -	- -	- -
- -	- -	- -	- - -	- - -	216 19 5	10 4 4	- -	- -
- -	- -	- -	- - -	- - -	- -	- -	- -	- -
- -	- -	- -	- - -	- - -	213 8 -	8 10 8	- -	- -
- -	- -	- -	- - -	- - -	10 1 10	- -	- -	- -
- -	- -	- -	- - -	- - -	6,664 6 4	278 6 5	- -	- -

(f) Debt will be cleared off at Whitsunday 1877.

(g) Debt will be paid off during current year.

(h) This Return, with exception of cost of management, which affects the whole road, excludes portions in Burghs of Govan and Partick.

(i) Balance in bank, 60 l. 9 s. 4 d.

(k) Debt to be paid off immediately; no interest.

(l) Expenditure greater than usual. There are also 2½ miles of old road sometimes used, on which there are no repairs, but which cannot be shut up.



RETURNS of the Valuation as appearing on the last Valuation Roll of the Lands and Heritages within—(1) each Royal Burgh ;

NAME OF COUNTY OR BURGH.	Valuation, as appearing on last Valuation Roll.	NAME OF ROAD.	(1.) TURNPIKE ROADS.			(2.) STATUTE LABOUR ROADS.		
			MILEAGE.	COST OF—		MILEAGE.	COST OF—	
				(1.) Maintenance.	(2.) Management.		(1.) Maintenance.	(2.) Management.
LANARKSHIRE—cont <sup>d</sup> . £. s. d.			M. F. Yds.	£. s. d.	£. s. d.	M. F. Yds.	£. s. d.	£. s. d.
ROYAL AND PARLIAMENTARY BURGHES AND POLICE BURGHES having a Population of 10,000 according to Census of 1871 :								
GLASGOW (including part in Renfrew- shire).	3,117,827 10	(TURNPIKES.) Cambuslang and Muirkirk.	3 1 20	1,256 8 —	135 — —	Statute Labour Roads included in "Other Public Roads and Streets."		
		Glasgow, Renfrew, and Three - Mile- House.	0 4 88	900 — —	Included in Trust Re- turn.			
		Yoker — — —	1 4 0	950 — —	— ditto —			
		Glasgow and Shotts	6 2 190	1,751 16 7	183 — —			
		Cumbernauld — —	— — —	No Return	— — —			
			11 4 78	4,858 4 7	318 — —			
LANARK — —	12,233 — —	— — — —	Included in Return of Lanarkshire, North and South, Turnpike Trust.			— — —	— — —	— — —
RUTHERGLEN —	37,759 10 1	(TURNPIKE.) Cambuslang and Muirkirk.	1 0 0	201 — —	15 — —	Included in Rutherglen Statute Labour Trust Return.		
HAMILTON —	38,256 1 —	(TURNPIKES.) Cambuslang and Muirkirk.	2 0 0	279 13 7	30 — —	— — —	— — —	— — —
		Glasgow and Shotts	2 1 0	326 11 10	35 3 7			
			4 1 0	606 5 5	65 3 7			
AIRDRIE — —	29,462 5 —	(TURNPIKES.) Lanarkshire, North and South.	0 4 0	60 — —	— — —	— — —	— — —	— — —
		Bathgate and Airdrie	2 0 100	150 — —	19 — —			
			2 4 100	210 — —	19 — —			
WISHAW — —	24,221 3 —	(TURNPIKE.) Carluke — — —	2 4 0	285 — —	Included in Carluke Turnpike Trust Return.	— — —	— — —	— — —
PARTICK — —	133,483 7 —	— — — —	Included in Yoker Turnpike Trust Return			2 2 164	392 19 8	Included in Govan Statute Labour Return.
GOVAN — — —	184,831 — —	— — — —	Not known. Returns.	Included in Turnpike Trust		2 1 143	488 4 7	— ditto —
	3,578,073 16 1	— — — —	21 5 178	6,160 10 —	417 3 7	4 4 87	881 4 3	— — —
POLICE BURGHES with less than 10,000 Inhabitants at last Census, 1871 :								
MARYHILL (a) — —	— — — —	— — — —	Included in Turnpike Trust Returns			—	Included in Statute Labour Road Re- turns.	
KINNINGPARK — —	— — — —	— — — —	— — ditto	— — ditto	— — —	— — —	ditto — — ditto.	
HILLHEAD — —	— — —	None.	—	—	—	—	—	—
BIGGAR — — —								
MOTHERWELL — —								
TOTAL LANARK- SHIRE — — —	5,296,467 8 3	— — — —	349 2 68	29,776 14 1	2,902 8 2	990 2 133	15,599 11 4	1,736 10 1

Note.—The burgh returns give scarcely any information with regard to the turnpike and statute labour roads within their boundaries, and the particulars entered above, have been taken from the returns of the various trusts. It is impossible to state separately the debts affecting the portions of these roads situated within the burghs.

(a) Most of the streets within burgh are maintained by proprietors of houses abutting.

(2) each Parliamentary Burgh; and (3) each other Burgh constituted under any General Police Act, &c.—*continued.*

(3.) OTHER PUBLIC ROADS AND STREETS.			D E B T S.					
MILEAGE.	COST OF—		(1.) ON TURNPIKE ROADS.		(2.) STATUTE LABOUR ROADS.		(3.) OTHER PUBLIC ROADS.	
	(1.) Maintenance.	(2.) Management.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.
M. F. Yds.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
134 4 0	49,796 16 9	3,685 9 -	Included in Turnpike Trust Returns.		Included under "Other Public Roads and Streets."		193,054 5 6	6,466 10 11
4 0 0	152 18 3	- -	Included in Return of Lanarkshire, North and South, Turnpike Trust.		—	—	—	—
2 0 0	78 1 9	- -	Included in Cambuslang and Muirkirk Turnpike Trusts Return.		—	—	—	—
3 6 189	451 - -	70 - -	- - ditto - - ditto.		—	—	—	—
- -	414 15 5	20 1 11	Included in Returns of the two Turnpike Trusts.		—	—	—	—
—	—	—	—	—	—	—	—	—
No separate accounts kept. Treasurer cannot give the information.			—	—	—	—	—	—
0 1 163	112 12 4	- -	Not known. Included in Turnpike Trust Returns.		—	—	—	—
144 4 132	51,006 4 6	3,775 10 11	- - -	- - -	- - -	- - -	193,054 5 6	6,466 10 11
- -	80 - -	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
144 4 132	51,086 4 6	3,775 10 11	229,572 11 8	3,748 16 7	6,664 6 4	278 6 5	193,054 5 6	6,466 10 11

## RETURN RELATING TO ROADS AND BRIDGES (SCOTLAND).

RETURNS of the Valuations as appearing on the last Valuation Roll of the Lands and Heritages within—(1) each Royal Burgh;

NAME OF COUNTY OR BURGH.	Valuation, as appearing on last Valuation Roll.	NAME OF ROAD.	(1.) TURNPIKE ROADS.			(2.) STATUTE LABOUR ROADS.		
			MILEAGE.	COST OF		MILEAGE.	COST OF	
				(1.) Maintenance.	(2.) Management.		(1.) Maintenance.	(2.) Management.
	£. s. d.		M. F. Yds.	£. s. d.	£. s. d.	M. F. Yds.	£. s. d.	£. s. d.
RENFREWSHIRE -	680,179 16 -	Excluding burghs of Greenock, Paisley, Renfrew, and Port Glasgow, and the part of Glasgow situated in Renfrewshire. Including railways, &c.						
		TURNPIKE TRUSTS:						
		Kelly Roads - -	12 5 36	644 1 4	84 6 7	- -	- -	- -
		(Excluding portion in burgh of Greenock.)						
		Renfrew and Greenock.	13 1 83	1,033 9 10	93 1 4	- -	- -	- -
		(Excluding portion in burgh of Greenock.)						
		Renfrewshire, 1st District.	77 3 51	8,166 16 10	726 9 10	- -	- -	- -
		(Excluding portions in county of Lanark and burgh of Paisley.)						
		Renfrewshire, 2nd District.	63 4 6	2,512 13 7	281 1 -	- -	- -	- -
		(Excluding portion in burgh of Paisley.)						
		Renfrewshire, 3rd District.	8 3 120	560 10 11	152 9 -	- -	- -	- -
		(Excluding portion in burgh of Paisley.)						
			175 1 76	12,917 12 6	1,337 7 9	- -	- -	- -
		STATUTE LABOUR ROADS:						
		Abbey of Paisley -	- -	- -	- -	25 0 0	610 - -	106 6 8
		(Excluding portion in burgh of Paisley.)						
		Beith (f) - -	- -	- -	- -	1 7 0	9 - 3	1 2 6
		Catheart - -	- -	- -	- -	7 4 100	200 1 -	29 19 6
		Crosshill (burgh) -	- -	- -	- -	0 1 68	29 5 -	- -
		Eaglesham (g) - -	- -	- -	- -	16 0 0	54 9 -	6 18 -
		Eastwood - -	- -	- -	- -	6 2 31	126 5 -	21 18 7
		Erskine - -	- -	- -	- -	17 5 0	244 18 7	14 14 9
		Houstoun and Killellan.	- -	- -	- -	16 0 0	119 19 6	25 17 -
		Inchinnan - -	- -	- -	- -	4 4 200	30 - -	3 11 -
		Inverkip - -	- -	- -	- -	14 4 0	156 4 5	36 - 9
		Johnstone (burgh) -	No Return.	—	—	—	—	—
		Kilbarchan - -	- -	- -	- -	25 0 0	341 13 3	32 18 8
		Kilmalcolm - -	- -	- -	- -	32 0 0	344 10 -	48 14 5
		Lochwinnoch - -	- -	- -	- -	37 0 0	221 2 8	50 7 11
		Mearns - -	- -	- -	- -	33 0 0	258 - 2	27 2 8
		Neilston (i) - -	- -	- -	- -	31 0 0	239 8 6	53 19 3
		Newtown of Paisley	- -	- -	- -	3 0 80	104 13 3	48 19 9
		Pollokshaws - -	- -	- -	- -	1 0 129	201 12 5	28 8 9
		Renfrew - -	- -	- -	- -	3 3 17	149 - -	17 12 11
		(Excluding portion in burgh.)	—	—	—	275 0 185	3,440 3 -	554 13 1
		Crosshill (burgh) -	Nil.	—	—	—	—	—

(a) Debt affects the whole road, and is due to burgh of Greenock. There is a balance in bank of 193*l.* 9*s.* 10*d.*(b) Debt affects whole road, and the sum of 41,364*l.* 17*s.* is due to the following corporations:

	£.	s.	d.
Glasgow - - - - -	20,605	7	4
Greenock - - - - -	12,822	9	11
Port Glasgow - - - - -	4,700	17	9
Renfrew - - - - -	3,236	2	-
	£. 41,364	17	-

No interest paid in 1875-76, but 1,060*l.* 19*s.* 5*d.* in bank available for that purpose.(c) Debt, which affects the whole road, includes 20,060*l.* 12*s.* of unpaid interest. There is a balance in bank of 418*l.* 13*s.* 4*d.*(d) Debt affects whole road. There is a balance in bank of 455*l.* 12*s.* 10*d.*

(e) Debt affects whole road.

(f) The greater portion of the roads of this parish are included in Return from Neilston parish.

(g) Material carted by the farmers gratuitously; if paid for, one-half more would be added to expenditure.



(2) each Parliamentary Burgh ; and (3) each other Burgh constituted under any General Police Act, &c.—continued.

(3.) OTHER PUBLIC ROADS AND STREETS.			D E B T S.					
MILEAGE.	COST OF		(1.) ON TURNPIKE ROADS.		(2.) STATUTE LABOUR ROADS.		(3.) OTHER PUBLIC ROADS.	
	(1.) Maintenance.	(2.) Management.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.
M. F. Yds.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
—	—	—	—	—	—	—	—	—
- -	- -	- -	(a) 12,000 - -	540 - -	—	—	—	—
- -	- -	- -	(b) 51,883 4 9	None - -	—	—	—	—
- -	- -	- -	(c) 47,640 5 -	696 6 10	—	—	—	—
- -	- -	- -	(d) 14,554 18 8	556 10 2	—	—	—	—
- -	- -	- -	(e) 8,901 17 -	27 5 10	—	—	—	—
- -	- -	- -	134,980 5 5	1,820 2 10	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
1 4 155	138 - -	Included in General Burgh Charges.	—	—	—	—	—	—
- -	- -	- -	- - -	- - -	27 19 4	—	—	—
- -	- -	- -	- - -	- - -	16 3 3	—	—	—
- -	- -	- -	- - -	- - -	43 19 9	1 6 -	—	—
—	—	—	—	—	—	—	—	—
- -	- -	- -	- - -	- - -	103 3 6	—	—	—
—	—	—	—	—	—	—	—	—
- -	- -	- -	- - -	- - -	- (h) -	2 3 7	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
1 5 135	128 - 9	26 19 6	- - -	- - -	(j) 500 - -	25 - -	—	—
—	—	—	—	—	(k) 216 19 3	(l) 6 4 4	2,000 - -	90 - -
3 2 70	266 - 9	26 19 6	- - -	- - -	908 5 1	34 13 11	2,000 - -	90 - -
—	—	—	—	—	—	—	—	—

(j) There was no debt in the year to which this Return applies (to October 1876). The interest paid was for debt existing in previous year.

(k) Includes greater portion of Statute Labour Roads in parish of Beith, and also those in the Renfrewshire part of the parish of Dunlop (Ayr).

(j) There is a balance in bank of 378*l.* 11*s.* 9*d.* Cost of maintenance exceptionally low ; it was 591*l.* 11*s.* 3*d.* in previous year.

(k) Debt due to Commissioners of Police of burgh.

(l) Interest of debt of previous year, which was 124*l.* 6*s.* 9*d.*

RETURNS of the Valuations as appearing on the last Valuation Roll of the Lands and Heritages within—(1) each Royal Burgh ;

NAME OF COUNTY OR BURGH.	Valuation, as appearing on last Valuation Roll.	NAME OF ROAD.	(1.) TURNPIKE ROADS.			(2.) STATUTE LABOUR ROADS.		
			MILEAGE.	COST OF—		MILEAGE.	COST OF—	
				(1.) Maintenance.	(2.) Management.		(1.) Maintenance.	(2.) Management.
RENFREWSHIRE—continued.								
ROYAL AND PARLIAMENTARY BURGHS:			M. F. Yds.	£. s. d.	£. s. d.	M. F. Yds.	£. s. d.	£. s. d.
	£. s. d.							
GLASGOW, PART OF (Included in Lan- arkshire).	—	—	—	—	—	—	—	—
GREENOCK - -	324,099 16 - -	- - - -	4 3 61	672 19 3	68 - -	15 4 0	1,634 - -	130 5 6
PAISLEY - -	173,452 9 - -	- - - -	8 2 99	1,046 15 -	111 - -	5 0 134	253 13 5	21 5 4
PORT GLASGOW -	37,277 - -	- - - -	- - -	- - -	- - -	4 4 0	123 2 8	53 15 9
RENFREW - -	12,462 6 - -	- - - -	- - -	- - -	- - -	Included in "Other Public Roads, &c." -		
TOTAL - - -	547,291 11 - -	- - - -	12 5 160	1,719 14 3	179 - -	25 0 134	2,010 16 1	205 6 7

S U M M A R Y. - - - - -

NAME OF COUNTY OR BURGH.	Valuation, as appearing on last Valuation Roll.	(1.) TURNPIKE ROADS.			(2.) STATUTE LABOUR ROADS.		
		MILEAGE.	COST OF—		MILEAGE.	COST OF—	
			(1.) Maintenance.	(2.) Management.		(1.) Maintenance.	(2.) Management.
	£. s. d.	M. F. Yds.	£. s. d.	£. s. d.	M. F. Yds.	£. s. d.	£. s. d.
TOTAL—LANARK - -	5,296,467 8 3	349 2 68	29,776 14 1	2,902 8 2	990 2 133	15,599 11 4	1,736 10 1
TOTAL—RENFREW - -	1,177,471 7 -	187 7 16	14,637 6 9	1,516 7 9	300 1 99	5,450 19 1	759 19 8
TOTAL - - -	6,473,938 15 3	537 1 84	44,414 - 10	4,418 15 11	1,290 4 12	21,050 10 5	2,496 9 9

(a) There is a Sinking Fund towards payment of Statute Labour Road Debt, amounting to 235 l. 5 s. 9 d.

(2) each Parliamentary Burgh; and (3) each other Burgh constituted under any General Police Act, &c.—*continued.*

OTHER PUBLIC ROADS AND STREETS.			D E B T S.					
MILEAGE.	COST OF—		(1.) ON TURNPIKE ROADS.		(2.) STATUTE LABOUR ROADS.		(3.) OTHER PUBLIC ROADS.	
	(1.) Maintenance.	(2.) Management.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.
<i>M. F. Yds.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>
—	—	—	—	—	—	—	—	—
11 1 73	2,017 11 5	350 - -	Included in Renfrew Turnpike Trust Returns.		1,615 - -	102 19 2	Included in Board Debt.	General Police
12 2 140	2,927 3 5	121 14 9	- ditto - -	- ditto - -	See Newtown of Paisley Statute Labour Road Return.		—	—
- -	108 4 11	22 - -	- - -	- - -	(a) 500 - -	25 - -	5,000 - -	225 - -
4 1 53	210 17 4	11 9 11	—	—	—	—	—	—
27 5 46	5,263 17 1	505 4 8	- - -	- - -	2,115 - -	127 19 2	5,000 - -	225 - -

## S U M M A R Y.

OTHER PUBLIC ROADS AND STREETS.			D E B T S.					
MILEAGE.	COST OF—		(1.) ON TURNPIKE ROADS.		(2.) STATUTE LABOUR ROADS.		(3.) OTHER PUBLIC ROADS.	
	(1.) Maintenance.	(2.) Management.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.	Amount of Debt.	Interest paid thereon.
<i>M. F. Yds.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>	<i>£. s. d.</i>
144 4 132	51,086 4 6	3,775 10 11	229,572 11 8	3,748 16 7	6,664 6 4	278 6 5	193,054 5 6	6,466 10 11
30 7 116	5,529 17 10	532 4 2	134,980 5 5	1,820 2 10	3,023 5 1	162 13 1	7,000 - -	315 - -
175 4 28	56,616 2 4	4,307 15 1	364,552 17 1	5,568 19 5	9,687 11 5	440 19 6	200,054 5 6	6,781 10 11



ROADS AND BRIDGES (SCOTLAND).

R E T U R N S

RELATING TO

ROADS AND BRIDGES  
(SCOTLAND).

(Colonel Mure.)

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*Ordered, by The House of Commons, to be Printed,  
27 June 1877.*

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LOCAL GOVERNMENT BOARD.

455

TURNPIKE TRUSTS.

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

Income and Expenditure

OF THE SEVERAL

TURNPIKE TRUSTS

IN

ENGLAND AND WALES,

FROM 1st JANUARY 1875 TO 31st DECEMBER 1875 INCLUSIVE.

PURSUANT TO THE ACT 3 & 4 WILL. IV. c. 80.

---

Presented to both Houses of Parliament by Command of Her Majesty.

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LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,  
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

1877.

[C.—1844.] Price 10d.

## INCOME AND EXPENDITURE OF TURNPIKE TRUSTS.

## AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INCOME

1.	2.	3.	INCOME.							
NAMES OF COUNTIES.	Balance in Treasurers' Hands on 1st January 1875.	Balance due to the Treasurers on 1st January 1875.	4.	5.	6.	7.	8.	9.	10.	
			Revenue received from Tolls.	Parish Composition in lieu of Statute Duty.	Estimated Value of Statute Duty performed.	Revenue from Fines.	Revenue from Incidental Receipts.	Amount of Money borrowed on the Security of the Toll.	TOTAL INCOME.	
ENGLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
BEDFORDSHIRE -	198 6 2	- - -	964 2 5	- - -	- - -	- - -	2 1 6	- - -	966 3 1	
BERKSHIRE -	1,122 10 7	- - -	3,876 15 3	306 0 0	- - -	11 0 0	146 11 0	- - -	4,340 6	
BUCKINGHAMSHIRE -	1,226 6 7	- - -	2,595 14 7	- - -	- - -	2 4 3	117 19 6	- - -	2,715 18	
CAMBRIDGESHIRE -	1,420 9 7	- - -	2,895 3 5	15 15 0	- - -	- - -	726 9 4	- - -	3,637 7	
CHESHIRE -	3,633 12 5	587 3 9	23,973 9 1	50 0 0	- - -	13 0 0	822 1 1	- - -	24,858 10	
CORNWALL -	3,021 3 3	52 14 3	10,663 16 8	710 0 0	- - -	0 19 9	59 5 5	- - -	11,434 1 1	
CUMBERLAND -	1,472 10 4	0 8 9	6,848 1 3	30 0 0	- - -	- - -	907 9 4	- - -	7,785 10	
DERBYSHIRE -	4,957 6 0	685 6 1	26,061 8 7	1,056 9 6	730 0 0	5 0 5	2,262 19 6	- - -	30,115 18	
DEVONSHIRE -	7,082 1 9	322 10 0	29,371 8 1	1,811 13 6	- - -	1 1 3	97 7 2	- - -	31,281 10	
DORSETSHIRE -	5,129 12 11	- - -	12,698 13 3	112 6 3	- - -	- - -	107 19 5	- - -	12,918 18 1	
DURHAM -	943 11 1	134 18 1	3,813 19 4	86 0 0	- - -	1 2 6	64 15 0	- - -	3,965 16 1	
ESSEX -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
GLOUCESTERSHIRE -	3,273 15 11	111 18 0	18,876 4 1	387 1 1	- - -	1 8 6	575 8 8	- - -	19,840 2	
HAMPSHIRE -	4,887 7 7	49 7 9	9,408 4 2	3,371 2 6	- - -	2 2 6	365 14 4	- - -	13,147 3	
HEREFORDSHIRE -	1,403 16 3	- - -	3,593 2 8	503 4 10	- - -	- - -	1,231 13 11	- - -	5,328 1	
HERTFORDSHIRE -	955 17 3	- - -	2,760 9 1	146 5 9	- - -	- - -	71 7 4	- - -	2,978 2	
HUNTINGDONSHIRE -	677 0 6	- - -	2,001 7 0	235 10 0	- - -	- - -	166 19 1	- - -	2,403 16	
KENT -	4,680 6 10	- - -	10,117 2 4	1,039 6 7	- - -	1 0 9	560 12 7	- - -	11,718 2	
LANCASHIRE -	21,527 0 11	276 5 8	47,681 15 9	899 17 1	- - -	152 15 6	5,000 9 6	- - -	53,734 17 10	
LEICESTERSHIRE -	3,376 6 6	361 3 0	8,565 0 11	- - -	- - -	2 15 9	199 7 5	- - -	8,767 4	
LINCOLNSHIRE -	2,166 12 3	- - -	6,295 7 4	1,190 1 8	240 0 0	0 17 6	339 12 10	- - -	8,061 9	
MIDDLESEX -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
MONMOUTHSHIRE -	2,598 18 10	- - -	9,208 5 0	966 17 0	- - -	- - -	1,246 7 8	- - -	11,421 9	
NORFOLK -	451 16 11	59 11 9	3,117 19 4	- - -	- - -	- - -	10 5 2	- - -	3,128 4	
NORTHAMPTONSHIRE -	2,135 8 2	365 9 9	5,677 10 5	601 17 4	- - -	- - -	120 1 6	- - -	6,399 9	
NORTHUMBERLAND -	1,116 5 5	783 6 11	10,035 16 3	2,594 8 2	- - -	- - -	735 17 6	- - -	13,366 1	
NOTTINGHAMSHIRE -	2,268 15 1	1,175 14 5	7,853 4 0	239 9 0	- - -	- - -	329 15 11	- - -	8,422 8 1	
OXFORDSHIRE -	2,712 4 10	- - -	9,394 3 2	442 0 2	- - -	- - -	103 9 1	- - -	9,939 12	
RUTLANDSHIRE -	117 8 2	- - -	316 6 8	40 0 0	- - -	- - -	48 13 2	- - -	404 19 10	
SHROPSHIRE -	2,226 7 7	51 11 6	8,956 17 2	569 11 3	- - -	1 5 9	1,712 19 7	- - -	11,240 13	
SOMERSETSHIRE -	3,540 17 8	178 13 3	22,470 6 0	1,613 18 7	- - -	1 1 0	2,218 10 8	- - -	26,303 16	
STAFFORDSHIRE -	11,229 15 3	24 15 1	28,886 4 9	- - -	- - -	3 7 0	1,390 5 4	- - -	30,279 17	
SUFFOLK -	800 1 5	- - -	1,133 0 0	- - -	- - -	- - -	- - -	- - -	1,133 0	
SURREY -	2,881 18 9	- - -	5,190 17 10	- - -	- - -	- - -	244 1 7	- - -	5,434 19	
SUSSEX -	4,077 3 11	35 4 7	14,299 13 10	414 13 3	- - -	1 2 6	625 19 6	- - -	15,341 9	
WARWICKSHIRE -	3,500 17 10	8 13 7	6,992 12 11	180 10 11	- - -	0 15 0	733 10 11	- - -	7,907 9	
WESTMORLAND -	1,235 5 6	- - -	2,356 17 0	- - -	- - -	0 3 0	1,009 13 11	- - -	3,366 13 11	
WILTSHIRE -	2,649 0 8	3 19 7	6,828 5 9	346 0 7	- - -	0 5 0	467 11 1	- - -	7,642 2	
WORCESTERSHIRE -	5,769 14 8	9 9 8	11,393 10 10	375 18 4	- - -	- - -	594 10 8	- - -	12,363 19 10	
YORKSHIRE -	19,920 0 1	1,173 9 2	47,542 9 6	2,209 19 3	81 12 0	12 14 9	2,451 3 5	- - -	52,297 18	
TOTAL -	142,387 15 5	6,452 14 7	434,715 5 8	22,545 17 7	1,051 12 0	216 2 8	27,869 0 7	- - -	486,397 18	
NORTH WALES.										
ANGLESEY -	3,105 5 9	- - -	3,199 11 8	- - -	- - -	- - -	27 2 3	- - -	3,226 13 1	
CARNARVONSHIRE -	768 6 7	- - -	2,507 11 9	40 0 0	- - -	- - -	113 13 2	- - -	2,661 4 1	
DENBIGHSHIRE -	1,254 16 2	- - -	3,095 12 0	423 10 0	- - -	- - -	126 2 7	- - -	3,645 4	
FLINTSHIRE -	676 16 11	20 18 10	5,771 5 11	1,544 2 3	- - -	- - -	288 9 5	- - -	7,603 17	
MERIONETHSHIRE -	2,188 8 4	5 9 0	2,912 6 0	391 0 5	- - -	- - -	58 18 4	- - -	3,362 4	
MONTGOMERYSHIRE -	4,304 7 10	22 15 9	7,568 16 5	937 12 5	- - -	0 11 3	618 1 3	- - -	9,125 1	
SOUTH WALES, 6 Counties -	12,298 1 7	49 3 7	25,055 3 9	3,336 5 1	- - -	0 11 3	1,232 7 0	- - -	29,624 7	
	2,050 9 2	- - -	25,196 8 11	9,302 10 10	350 19 10	4 4 0	1,488 13 7	- - -	36,342 17	
TOTAL -	14,348 10 9	49 3 7	50,251 12 8	12,638 15 11	350 19 10	4 15 3	2,721 0 7	- - -	65,967 4	
SUMMARY.										
ENGLAND, 40 Counties -	142,387 15 5	6,452 14 7	434,715 5 8	22,545 17 7	1,051 12 0	216 2 8	27,869 0 7	- - -	486,397 18	
NORTH WALES, 6 Counties -	12,298 1 7	49 3 7	25,055 3 9	3,336 5 1	- - -	0 11 3	1,232 7 0	- - -	29,624 7	
TOTAL FOR ENG- LAND AND NORTH WALES -	154,685 17 0	6,501 18 2	459,770 9 5	25,882 2 8	1,051 12 0	216 13 11	29,101 7 7	- - -	516,022 5	
SOUTH WALES, 6 Counties -	2,050 9 2	- - -	25,196 8 11	9,302 10 10	350 19 10	4 4 0	1,488 13 7	- - -	36,342 17	
TOTAL FOR ENG- LAND AND WALES -	156,736 6 2	6,501 18 2	484,966 18 4	35,184 13 6	1,402 11 10	220 17 11	30,590 1 2	- - -	552,365 2	



AND EXPENDITURE OF THE SEVERAL TURNPIKE TRUSTS IN ENGLAND AND WALES FROM 1<sup>ST</sup> JANUARY 1875 TO 31<sup>ST</sup> DECEMBER 1875 INCLUSIVE, PURSUANT TO THE ACT 3 & 4 WILL. 4. C. 12.

EXPENDITURE.																DEBTS.						ARREARS OF INCOME.								
11.	12.	13.	14.	15.	16.	17.	18.		20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.	39.		
Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Clerk.	Surveyor.	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.	Bonded or Mortgage Debts.	Average Rate of Interest per Cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurer on 31st Dec. 1875.	TOTAL DEBTS.	Arrears of Toll for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance of Treasurer's Hand over 31st Dec.	TOTAL ASSETS.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
135 8 8	4 7 3	7 2 0	-	-	10 2 6	5 16 8	22 10 0	25 0 0	20 2 7	30 18 4	-	-	45 11 10	-	306 19 10	3,088 0 0	14	-	91 4 0	-	4,079 4 0	-	-	-	-	85 19 3	85 19 3	2	Trusts	
784 0 11	363 14 11	889 9 2	-	-	58 6 11	16 6 8	179 16 8	257 13 4	29 14 4	137 14 11	-	1,661 18 7	88 5 11	-	14,467 4 4	12,919 15 0	1	-	1 7 9	-	12,221 2 9	-	-	-	20 0 0	995 12 6	1,015 12 6	8	"	
653 18 4	85 13 9	885 1 1	-	-	49 15 4	30 0 0	74 0 0	125 12 6	89 7 4	132 8 11	-	442 6 8	77 9 1	-	2,647 13 0	3,570 0 0	31	-	116 16 4	-	9,686 16 4	-	22 0 0	-	-	1,224 11 11	1,316 11 11	4	"	
708 18 10	225 9 10	256 9 0	-	7 10 0	73 16 1	51 10 0	101 3 5	265 12 0	176 15 9	139 1 10	32 14 0	1,748 18 8	272 12 6	-	4,050 11 11	3,152 12 0	14	89 1 3	32 5 2	14 12 4	9,288 10 9	11 18 8	-	-	-	1,001 17 9	1,023 16 5	6	"	
787 1 8	2,172 15 9	6,631 1 1	-	26 13 0	520 0 10	92 2 8	486 3 4	1,399 6 8	487 2 7	1,101 9 8	78 9 1	3,177 15 6	35,807 7 5	115 9 2	23,680 6 7	207,113 13 8	11	454 5 0	308 7 6	308 7 6	41,399 18 7	79 2 0	-	-	-	4,222 12 10	4,290 14 10	24	"	
2,480 17 9	823 13 0	1,692 0 1	-	122 16 3	134 17 8	73 3 4	208 0 0	433 0 0	119 13 3	1,434 16 8	21 1 3	3,053 13 0	256 3 10	-	10,852 10 1	41,070 19 10	20	138 9 3	190 9 6	35 5 10	26,177 15 10	43 13 4	-	-	-	1,930 14 5	1,974 7 9	11	"	
1,006 16 2	343 7 1	362 15 2	-	22 3 0	102 12 9	87 8 0	291 10 0	577 8 0	103 1 7	775 14 3	1,443 1 9	522 15 11	-	-	8,283 3 7	26,908 0 0	2	-	113 10 0	56 5 10	26,177 15 10	-	-	-	-	-	-	-	"	
7 3,496 13 3	3,235 4 2	432 9 3	-	40 18 11	489 10 8	60 12 5	703 19 0	1,079 14 2	432 12 9	1,034 4 0	166 14 5	6,317 11 10	1,108 1 7	780 0 0	28,735 4 6	78,791 16 9	2	169 0 9	754 17 1	172 19 10	78,888 14 5	758 5 0	77 1 9	-	72 18 5	5,225 13 3	6,733 18 5	33	"	
8 534 12 2	1,000 1 9	1 0 0	70 3 11	279 5 0	73 13 6	640 3 10	876 16 2	115 8 0	3,890 14 8	206 8 11	13,126 3 0	838 17 10	-	-	30,640 0 5	207,113 13 8	11	454 5 0	10,302 10 5	-	218,500 9 1	4 13 0	-	-	-	4,222 12 10	4,290 14 10	24	"	
1,366 6 1	864 12 4	-	51 13 0	247 0 1	15 0 0	559 5 0	700 12 0	35 17 9	1,120 0 0	188 3 7	-	-	-	-	3,776 15 9	24,666 4 0	14	116 13 4	75 12 6	140 8 6	24,998 18 4	-	-	-	-	1,138 2 7	1,138 2 7	3	"	
417 12 11	260 6 0	4 0 0	-	59 12 1	19 0 0	106 5 0	235 0 0	32 15 9	602 9 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	"
6,741 0 2	1,846 1 1	3,429 8 3	-	56 9 11	151 17 11	9 11 10	482 11 0	821 14 3	152 8 9	895 10 6	861 3 4	4,113 0 6	662 2 5	-	20,222 14 11	79,188 6 3	14	300 14 0	6,608 4 4	258 12 4	86,304 16 11	80 9 1	105 0 0	-	-	3,637 17 8	3,429 6 9	26	"	
5,224 13 6	550 1 3	423 16 3	-	45 6 0	292 18 5	7 2 0	542 0 0	737 10 0	499 4 5	582 10 0	1,658 2 1	1,561 13 4	740 4 11	-	12,935 2 2	25,012 0 0	2	37 19 0	1,045 14 6	11 17 5	27,007 10 11	244 13 4	-	-	2 11 0	153 18 3	5,041 18 7	5,443 1 2	29	"
1,269 6 1	516 10 7	570 0 6	-	35 19 9	17 18 6	10 0 0	124 5 7	222 11 3	83 9 9	261 2 7	-	2,907 5 10	163 6 8	-	3,039 14 11	11,997 5 0	14	91 1 1	-	-	12,720 15 1	-	26 1 3	-	-	-	596 9 10	1,022 2 1	7	"
888 19 7	377 4 8	269 3 4	-	42 5 3	173 0 1	35 0 0	131 15 7	317 0 0	35 16 0	91 9 11	-	637 7 4	185 0 0	-	1,923 17 0	6,374 19 5	1	-	-	-	6,374 19 5	-	-	-	-	-	1,144 18 9	1,144 18 9	3	"
473 4 10	309 9 9	430 9 5	-	66 10 3	16 6 0	67 10 0	80 0 0	18 19 1	70 10 4	39 15 1	-	185 0 0	186 3 1	-	1,923 17 0	6,374 19 5	1	-	-	-	6,374 19 5	-	-	-	-	-	1,144 18 9	1,144 18 9	3	"
1,764 2 5	1,620 4 5	-	54 19 0	369 11 6	109 10 0	347 11 9	440 3 3	387 16 7	845 16 5	-	3,685 19 2	458 15 0	-	-	12,861 4 3	35,353 10 10	2	247 8 8	347 8 8	-	35,948 17 2	-	38 10 0	3 15 0	-	4,057 4 10	4,057 9 10	22	"	
3,330 1 5	12,603 7 9	-	63 0 3	1,294 10 8	275 4 8	562 3 4	1,630 3 4	1,221 7 11	3,142 14 1	524 15 1	13,770 18 7	2,176 10 1	-	-	58,862 5 5	127,747 16 5	2	1,665 13 4	1,898 18 10	108 17 6	131,321 6 1	746 18 5	-	-	-	260 14 7	16,312 5 2	17,269 14 2	37	"
713 19 0	3,023 19 10	-	47 18 3	251 5 10	53 10 0	292 1 0	414 1 0	167 6 2	486 15 4	-	-	10,257 13 2	435 6 4	240 0 0	8,217 1 1	16,557 2 9	23	-	287 9 10	304 1 7	8,280 1 5	45 13 6	-	-	-	-	2,016 15 6	2,016 15 6	12	"
434 3 3	1,644 0 8	-	47 18 3	251 5 10	53 10 0	292 1 0	414 1 0	167 6 2	486 15 4	-	-	10,257 13 2	435 6 4	240 0 0	8,217 1 1	16,557 2 9	23	-	287 9 10	304 1 7	8,280 1 5	45 13 6	-	-	-	-	2,016 15 6	2,016 15 6	12	"
1,763 8 2	2,167 2 6	498 17 3	-	76 9 3	235 10 7	3 3 0	236 10 0	536 0 0	47 17 8	433 9 10	-	3,502 4 1	416 3 1	-	11,016 15 5	22,460 0 3	14	11 10 0	437 15 11	-	22,909 6 2	-	20 0 0	-	-	-	2,103 13 1	2,123 13 1	7	"
1,203 16 10	308 6 1	320 3 8	-	47 10 6	58 6 3	2 2 0	124 10 0	210 10 0	18 12 10	294 3 9	-	450 0 0	32 12 2	-	3,100 14 1	13,110 0 0	1	616 13 4	-	133 18 1	13,860 11 5	233 0 0	-	-	20 0 0	29 0 0	553 13 8	553 13 8	5	"
1,569 4 6	423 14 1	379 11 11	-	29 19 2	114 10 3	96 19 0	167 6 10	324 3 4	92 5 9	425 1 7	-	1,516 8 0	113 3 7	-	5,385 4 0	21,910 11 10	2	1,298 5 1	102 9 5	23,311 0 4	23,311 0 4	-	-	-	-	-	2,846 13 1	3,139 13 1	10	"
4,092 5 1	1,279 18 8	9,212 18 8	-	100 13 9	173 6 10	120 0 0	212 10 0	304 14 11	129 15 0	507 0 7	269 8 11	2,478 2 9	308 9 11	-	13,107 5 7	35,682 14 8	14	1,409 11 1	631 12 5	814 7 8	41,538 5 10	32 2 4	35 10 11	-	31 11 8	1,316 2 6	1,415 7 5	11	"	
2,014 13 1	753 13 1	1,220 2 8	-	0 13 4	255 10 9	8 7 9	264 17 2	289 10 0	138 12 6	1,044 2 3	-	1,649 9 10	216 16 11	-	7,858 13 4	24,808 1 8	22	460 3 9	32 0 5	790 15 0	26,091 0 10	431 19 10	-	-	-	2,447 11 3	2,988 0 3	10	"	
3,626 17 2	897 0 1	1,987 6 8	-	105 10 8	170 8 10	51 12 10	303 8 8	528 19 4	88 5 11	1,355 4 7	35 16 7	1,750 8 3	185 15 7	-	11,086 15 2	32,771 18 9	3	149 19 6	389 10 8	858 1 5	33,669 9 11	451 6 7	-	-	17 13 8	-	1,923 3 6	2,222 3 9	12	"
2,201 1 1	1,119 1 1	1,119 1 1	-																											



AN ABSTRACT of the General Statements of INCOME and EXPENDITURE  
of the several TURNPIKE TRUSTS in the different Counties in *England*  
and *Wales* : viz.—

ENGLAND :

County of BEDFORD	-	-	2 Trusts	-	-	p. 6
— BERKS	-	-	8 Trusts	-	-	p. 6
— BUCKS	-	-	4 Trusts	-	-	p. 6
— CAMBRIDGE	-	-	6 Trusts	-	-	p. 6
— CHESTER	-	-	20 Trusts	-	-	p. 10
— CORNWALL	-	-	12 Trusts	-	-	p. 10
— CUMBERLAND	-	-	11 Trusts	-	-	p. 14
— DERBY	-	-	33 Trusts	-	-	p. 14
— DEVON	-	-	22 Trusts	-	-	p. 18
— DORSET	-	-	16 Trusts	-	-	p. 18
— DURHAM	-	-	5 Trusts	-	-	p. 22
— ESSEX	-	-	— Trusts	-	-	p. 22
— GLOUCESTER	-	-	26 Trusts	-	-	p. 22
— HANTS	-	-	20 Trusts	-	-	p. 26
— HEREFORD	-	-	7 Trusts	-	-	p. 26
— HERTFORD	-	-	4 Trusts	-	-	p. 26
— HUNTINGDON	-	-	3 Trusts	-	-	p. 26
— KENT	-	-	22 Trusts	-	-	p. 30
— LANCASTER	-	-	37 Trusts	-	-	p. 30
— LEICESTER	-	-	9 Trusts	-	-	p. 34
— LINCOLN	-	-	12 Trusts	-	-	p. 34
— MIDDLESEX	-	-	— Trusts	-	-	p. 34
— MONMOUTH	-	-	7 Trusts	-	-	p. 38
— NORFOLK	-	-	5 Trusts	-	-	p. 38
— NORTHAMPTON	-	-	10 Trusts	-	-	p. 38
— NORTHUMBERLAND	-	-	11 Trusts	-	-	p. 38
— NOTTINGHAM	-	-	10 Trusts	-	-	p. 42
— OXFORD	-	-	12 Trusts	-	-	p. 42
— RUTLAND	-	-	1 Trust	-	-	p. 42
— SALOP	-	-	17 Trusts	-	-	p. 42
— SOMERSET	-	-	15 Trusts	-	-	p. 46
— STAFFORD	-	-	34 Trusts	-	-	p. 46
— SUFFOLK	-	-	5 Trusts	-	-	p. 50
— SURREY	-	-	7 Trusts	-	-	p. 50
— SUSSEX	-	-	23 Trusts	-	-	p. 50
— WARWICK	-	-	12 Trusts	-	-	p. 54
— WESTMORLAND	-	-	5 Trusts	-	-	p. 54
— WILTS	-	-	12 Trusts	-	-	p. 58
— WORCESTER	-	-	12 Trusts	-	-	p. 58
— YORK	-	-	59 Trusts	-	-	p. 58

WALES :

County of ANGLESEY	-	-	2 Trusts	-	-	p. 66
— CARNARVON	-	-	2 Trusts	-	-	p. 66
— DENBIGH	-	-	7 Trusts	-	-	p. 66
— FLINT	-	-	9 Trusts	-	-	p. 66
— MERIONETH	-	-	6 Trusts	-	-	p. 66
— MONTGOMERY	-	-	7 Trusts	-	-	p. 70
SOUTH WALES	-	-	6 Trusts	-	-	p. 70



## ENGLAND. - - - -

1.  NAMES OF COUNTIES AND TRUSTS.	2.  Balance in Treasurers' Hands on 1st Jan. 1875.	3.  Balance due to the Treasurers on 1st Jan. 1875.	INCOME.						9.  Amount of Money borrowed the Secu- of the To
			4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.		
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
1. Great Staughton to Lavendon -	74 16 1	- - -	570 0 0	- - -	- - -	- - -	- - -	2 1 6 - -	
2. Luton District -	123 10 1	- - -	394 2 5	- - -	- - -	- - -	- - -	- - -	
£	198 6 2	- - -	964 2 5	- - -	- - -	- - -	- - -	2 1 6 - -	
COUNTY OF BERKS.									
1. Besselsleigh to Hungerford -	220 8 6	- - -	551 11 9	306 0 0	- - -	- - -	- - -	54 1 3 - -	
2. Fyfield <i>a</i> -	70 13 11	- - -	113 8 1	- - -	- - -	- - -	- - -	<i>b</i> 27 19 7 - -	
3. Fyfield, St. John's Bridge, and Newbridge -	114 15 2	- - -	612 2 1	- - -	- - -	- - -	- - -	- - -	
4. Harwell and Streatley -	60 6 2	- - -	137 0 0	- - -	- - -	- - -	- - -	- - -	
5. Hurley -	263 7 0	- - -	102 9 1	- - -	- - -	- - -	- - -	13 19 8 - -	
6. Maidenhead -	180 11 6	- - -	639 6 3	- - -	- - -	- - -	- - -	22 1 0 - -	
7. Speenhamland, Districts of Reading and Marlborough -	172 13 4	- - -	403 16 11	- - -	- - -	11 0 0	- - -	28 9 6 - -	
8. Wallingford, Wantage, and Faring- don -	39 15 0	- - -	1,317 1 1	- - -	- - -	- - -	- - -	- - -	
£	1,122 10 7	- - -	3,876 15 3	306 0 0	- - -	11 0 0	- - -	146 11 0 - -	
COUNTY OF BUCKS.									
1. Bicester and Aylesbury <i>c</i> -	307 13 1	- - -	<i>d</i> 325 13 3	- - -	- - -	0 4 3	<i>e</i> 81 0 0	- - -	
2. Buckingham and Newport Pagnell -	284 17 11	- - -	939 1 4	- - -	- - -	2 0 0	- - -	- - -	
3. Buckingham and Towcester -	322 11 0	- - -	263 0 0	- - -	- - -	- - -	- - -	- - -	
4. Wendover and Buckingham -	311 4 7	- - -	1,068 0 0	- - -	- - -	- - -	- - -	36 19 6 - -	
£	1,226 6 7	- - -	2,595 14 7	- - -	- - -	2 4 3	- - -	117 19 6 - -	
COUNTY OF CAMBRIDGE.									
1. Chatteris, Wisbech, Tyd Gote, and Downham <i>f</i> -	592 6 7	- - -	1,202 5 0	- - -	- - -	- - -	- - -	<i>g</i> 714 5 0 - -	
2. Red Cross -	122 17 0	- - -	410 0 0	- - -	- - -	- - -	- - -	2 3 1 - -	
3. Royston to Wandesford Bridge, South District -	274 11 5	- - -	546 13 5	- - -	- - -	- - -	- - -	10 1 3 - -	
4. St. Neots to Cambridge -	253 0 5	- - -	308 5 0	15 15 0	- - -	- - -	- - -	- - -	
5. Wimpole and Potton -	103 10 0	- - -	160 0 0	- - -	- - -	- - -	- - -	- - -	
6. Wisbech and Thorney -	74 4 2	- - -	268 0 0	- - -	- - -	- - -	- - -	- - -	
£	1,420 9 7	- - -	2,895 3 5	15 15 0	- - -	- - -	- - -	726 9 4 - -	

<sup>a</sup> Local Act expired 31st December 1875.<sup>c</sup> The Local Act was repealed on 1st November 1875.<sup>d</sup> The tolls were discontinued on the 30th of June 1875.<sup>b</sup> Including 220*l.* 5*s.* 10*d.* payable to the parishes on the Trust ceasing.<sup>e</sup> Banker's commission.

## - - - ENGLAND.

10. TOTAL INCOME.	EXPENDITURE.								
	11.	12.	13.	14.	15.	16.	17. 18. 19.		
	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
572 1 6	185 8 8	4 7 3	7 2 0	- - -	- - -	10 2 6	5 16 8	12 10 0	25 0 0
394 2 5	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
966 3 11	185 8 8	4 7 3	7 2 0	- - -	- - -	10 2 6	5 16 8	22 10 0	25 0 0
911 13 0	234 0 0	86 17 2	340 4 0	- - -	- - -	- - -	- - -	21 0 0	50 0 0
141 7 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
612 2 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
137 0 0	10 0 0	11 2 0	32 9 2	- - -	- - -	- - -	- - -	10 10 0	12 10 0
116 8 9	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -
661 7 3	110 14 2	51 3 11	65 6 11	- - -	- - -	39 2 2	8 6 8	38 6 8	46 13 4
443 6 5	126 7 10	61 3 9	54 4 4	- - -	- - -	18 7 11	- - -	40 0 0	81 12 0
1,317 1 1	302 18 11	155 8 1	397 4 9	- - -	- - -	0 16 10	8 0 0	45 0 0	67 0 0
4,340 6 3	784 0 11	365 14 11	889 9 2	- - -	- - -	58 6 11	16 6 8	179 16 8	257 15 4
406 17 6	77 11 9	- - -	1 14 8	- - -	- - -	9 0 6	15 0 0	19 0 0	23 5 0
941 1 4	208 6 6	33 4 11	227 4 10	- - -	- - -	21 15 8	5 0 0	25 0 0	45 0 0
263 0 0	178 4 10	52 8 10	66 16 6	- - -	- - -	13 10 6	- - -	15 0 0	- - -
1,104 19 6	191 15 3	- - -	589 5 1	- - -	- - -	5 8 8	10 0 0	15 0 0	57 7 6
2,715 18 4	655 18 4	85 13 9	885 1 1	- - -	- - -	49 15 4	30 0 0	74 0 0	125 12 6
1,916 10 0	457 1 8	- - -	- - -	- - -	- - -	37 10 0	31 10 0	21 0 0	150 0 0
412 3 1	77 15 8	22 18 8	85 18 2	- - -	- - -	6 16 8	- - -	- - -	45 12 0
556 14 8	135 4 6	124 8 8	117 9 10	- - -	7 10 0	26 18 7	25 0 0	45 3 5	50 0 0
324 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
160 0 0	38 17 0	78 2 6	53 1 0	- - -	- - -	2 10 10	- - -	10 0 0	20 0 0
268 0 0	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	15 0 0	- - -
3,637 7 9	708 18 10	225 9 10	256 9 0	- - -	7 10 0	73 16 1	51 10 0	101 3 5	265 12 0

(Continued on page 8.)

b Including proceeds of sale of Trust property, and 8*l.* 19*s.* 7*d.* amount to balance account still due to the Treasurer.

c Including proceeds of sale of Trust property.

f Local Act expired 1st July 1875.

g From sale of Trust property.

## ENGLAND.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF BEDFORD.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Great Staughton to Lavendon -	20 2 7	- - -	- - -	- - -	30 6 8	- - -	250 16
2. Luton District -	- - -	30 18 4	- - -	- - -	15 5 2	- - -	56 3
£	20 2 7	30 18 4	- - -	- - -	45 11 10	- - -	306 19
COUNTY OF BERKS.							
1. Besselsleigh to Hungerford -	- - -	16 5 6	- - -	250 0 0	5 3 0	- - -	1,003 9
2. Fyfield -	- - -	- - -	- - -	212 1 7	- - -	- - -	212 1
3. Fyfield, St. John's Bridge, and Newbridge -	- - -	- - -	- - -	684 5 0	18 3 1	- - -	722 8
4. Harwell and Streatley -	4 5 4	- - -	- - -	c 59 0 10	3 4 0	- - -	143 1
5. Hurley -	- - -	- - -	- - -	- - -	2 18 4	- - -	7 18
6. Maidenhead -	11 4 0	31 6 2	- - -	d 199 11 2	9 0 10	- - -	610 16
7. Speenhamland, Districts of Reading and Marlborough -	14 5 0	55 1 4	- - -	- - -	21 8 6	- - -	472 10
8. Wallingford, Wantage, and Faring- don -	- - -	35 1 11	- - -	f 257 0 0	26 8 2	- - -	1,294 18
£	29 14 4	137 14 11	- - -	1,661 18 7	86 5 11	- - -	4,467 4
COUNTY OF BUCKS.							
1. Bicester and Aylesbury -	65 10 6	8 17 7	- - -	100 0 0	7 10 6	- - -	327 10
2. Buckingham and Newport Pagnell -	5 10 6	79 13 4	- - -	g 179 10 0	30 2 3	- - -	860 8
3. Buckingham and Towcester -	3 13 6	- - -	- - -	i 16 13 4	8 17 6	- - -	355 5
4. Wendover and Buckingham -	14 12 10	43 18 0	- - -	j 146 3 4	30 18 10	- - -	1,104 9
£	89 7 4	132 8 11	- - -	442 6 8	77 9 1	- - -	2,647 1
COUNTY OF CAMBRIDGE.							
1. Chatteris, Wisbech, Tyd Gote, and Downham -	92 8 0	- - -	32 14 0	k 1,464 18 8	l 221 14 3	- - -	2,508 16
2. Red Cross -	62 14 10	17 8 11	- - -	m 228 0 0	2 7 6	- - -	549 12
3. Royston to Wandesford Bridge, South District -	- - -	13 2 11	- - -	g 56 0 0	9 14 7	- - -	590 12
4. St. Neots to Cambridge -	9 16 11	- - -	- - -	- - -	1 16 0	- - -	21 12
5. Wimpole and Potton -	1 16 6	- - -	- - -	- - -	5 19 6	- - -	210 7
6. Wisbech and Thorney -	9 19 6	108 10 0	- - -	- - -	31 0 8	- - -	179 10
£	176 15 9	139 1 10	32 14 0	1,748 18 8	272 12 6	- - -	4,060 11

<sup>a</sup> Interest abolished by Act of Parliament.

<sup>g</sup> For debts of 200l.

<sup>b</sup> The Local Act having expired, the remaining debt, 587l. 18s. 5d., is omitted.

<sup>h</sup> Including 200l. at 4 per cent.

<sup>i</sup> For debts of 50l.

<sup>j</sup> For debts of 150l.



ENGLAND.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1875.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1875.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,888 0 0	aNone	-	-	-	1,888 0 0	-	-	-	-	396 1 3	396 1 3
2,100 0 0	3	-	91 4 0	-	2,191 4 0	-	-	-	-	461 9 0	461 9 0
3,988 0 0	-	-	91 4 0	-	4,079 4 0	-	-	-	-	857 10 3	857 10 3
400 0 0	3½	-	-	-	400 0 0	-	-	-	-	128 11 10	128 11 10
2,885 15 0	None	-	-	-	2,885 15 0	-	-	-	-	4 9 2	4 9 2
1,400 0 0	1d.	-	-	-	1,400 0 0	-	-	-	-	54 4 10	54 4 10
4,487 0 0	None	-	-	-	4,487 0 0	-	-	-	-	371 17 5	371 17 5
e 537 0 0	4	-	-	-	537 0 0	-	-	-	-	231 2 9	231 2 9
1,500 0 0	3½	-	-	-	1,500 0 0	-	-	-	20 0 0	143 9 1	163 9 1
1,010 0 0	3	-	1 7 9	-	1,011 7 9	-	-	-	-	61 17 5	61 17 5
12,219 15 0	-	-	1 7 9	-	12,221 2 9	-	-	-	20 0 0	995 12 6	1,015 12 6
150 0 0	3½	-	116 16 4	-	266 16 4	-	-	-	-	387 0 1	387 0 1
1,550 0 0	5	-	-	-	1,550 0 0	-	-	-	-	365 11 3	365 11 3
870 0 0	None	-	-	-	870 0 0	22 0 0	-	-	-	230 6 0	252 6 0
1,000 0 0	4	-	-	-	1,000 0 0	-	-	-	-	311 14 7	311 14 7
3,570 0 0	-	-	116 16 4	-	3,686 16 4	22 0 0	-	-	-	1,294 11 11	1,316 11 11
80 0 0	4	-	-	14 12 4	94 12 4	-	-	-	-	-	-
500 0 0	aNone	89 1 3	32 5 2	-	621 6 5	-	-	-	-	240 13 7	240 13 7
2,322 12 0	None	-	-	-	2,322 12 0	-	-	-	-	555 7 6	555 7 6
3,150 0 0	None	-	-	-	3,150 0 0	11 18 8	-	-	-	53 2 8	65 1 4
3,100 0 0	3½	-	-	-	3,100 0 0	-	-	-	-	162 14 0	162 14 0
9,152 12 0	-	89 1 3	32 5 2	14 12 4	9,288 10 9	11 18 8	-	-	-	1,011 17 9	1,023 16 5

c For debts of 100l.

h For debts of 1,600l.

d For debts of 413l.

i Including 150l. compensation to the Surveyor.

e Including 87l. at 5 per cent.

f For debts of 300l.

m For debts of 240l.

1.  NAMES OF COUNTIES AND TRUSTS.	2.  Balance in Treasurers' Hands on 1st Jan. 1875.	3.  Balance due to the Treasurers on 1st Jan. 1875.	INCOME.						9.  Amount of Money borrowed the Security of the Trust.
			4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.		
COUNTY OF CHESTER.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1. Chelford and Holmes Chapel -	- - -	- - -	156 0 0	- - -	- - -	- - -	- - -	- - -	
2. Chester, Neston, & Woodside Ferry, and Hinderton and Birkenhead (united) -	208 0 3	- - -	2,650 0 0	50 0 0	- - -	0 15 6	7 2 7	- - -	
3. Chester and Tarvin, and Chester and Frodsham (united) -	400 5 11	- - -	1,100 0 0	- - -	- - -	- - -	- - -	- - -	
4. Chester and Whitechurch, and Ches- ter, Farndon, and Worthenbury (united) -	544 6 9	- - -	1,225 0 0	- - -	- - -	- - -	- - -	- - -	
5. Chester and Wrexham -	238 11 11	- - -	525 0 0	- - -	- - -	- - -	55 11 7	- - -	
6. Congleton and Buxton -	106 3 10	- - -	185 3 0	- - -	- - -	- - -	0 0 6	- - -	
7. Cranage and Warrington, and Macclesfield and Nether Tabley (united) -	- - -	7 17 5	2,000 0 0	- - -	- - -	- - -	20 3 0	- - -	
8. Macclesfield and Buxton -	143 13 10	- - -	245 17 9	- - -	- - -	- - -	2 15 0	- - -	
9. Macclesfield and Chapel-en-le-Frith -	181 15 9	- - -	187 8 4	- - -	- - -	- - -	- - -	- - -	
10. Macclesfield District of the Sandon -	68 7 8	- - -	743 10 1	- - -	- - -	- - -	15 4 6	- - -	
11. Manchester, Hyde, and Mottram -	158 4 9	- - -	4,369 4 4	- - -	- - -	2 17 0	39 1 3	- - -	
12. Manchester and Wilmslow -	572 18 11	- - -	3,963 6 8	- - -	- - -	2 7 6	100 11 3	- - -	
Nantwich and Congleton : -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
13. Middlewich to Nantwich -	125 2 2	- - -	326 0 0	- - -	- - -	- - -	16 2 0	- - -	
14. Nantwich and Woore d -	193 6 6	- - -	309 18 4	- - -	- - -	- - -	78 19 5	- - -	
15. Sandbach and Congleton -	- - -	- - -	203 10 0	- - -	- - -	- - -	- - -	- - -	
16. Stockport and Ashton -	206 3 1	- - -	1,785 16 11	- - -	- - -	7 0 0	240 7 8	- - -	
17. Stockport and Warrington, and Washway (united) -	- - -	579 6 4	1,900 0 0	- - -	- - -	- - -	86 0 0	- - -	
18. Tarporley and Whitechurch -	263 7 2	- - -	584 0 0	- - -	- - -	- - -	5 5 0	- - -	
19. Thorneſt -	5 14 3	- - -	614 10 0	- - -	- - -	- - -	- - -	- - -	
20. Wilmslow and Lawton -	217 9 8	- - -	949 3 8	- - -	- - -	- - -	154 17 4	- - -	
£	3,633 12 5	587 3 9	23,973 9 1	50 0 0	- - -	18 0 0	822 1 1	- - -	
COUNTY OF CORNWALL.									
1. Bodmin and Roche District -	296 3 10	- - -	480 1 0	350 0 0	- - -	- - -	- - -	- - -	
2. Camelford, Wadebridge, and St. Columb -	480 7 2	- - -	1,051 0 0	- - -	- - -	- - -	19 16 6	- - -	
3. Creed and St. Just -	101 14 9	- - -	287 12 8	- - -	- - -	- - -	- - -	- - -	
4. Hayle Bridge Causeway -	504 19 0	- - -	750 0 0	- - -	- - -	- - -	- - -	- - -	
5. Hayle and Redruth -	- - -	0 12 1	853 0 0	- - -	- - -	- - -	- - -	- - -	
6. Helston -	12 6 7	- - -	1,737 12 0	- - -	- - -	- - -	1 12 0	- - -	
7. Launceston -	307 10 10	- - -	1,911 0 0	- - -	- - -	0 14 3	28 16 5	- - -	
8. Liskeard -	448 7 2	- - -	1,517 10 0	- - -	- - -	0 5 6	9 0 6	- - -	
9. Penzance and St. Just -	- - -	53 2 2	651 0 0	360 0 0	- - -	- - -	- - -	- - -	
10. St. Austell and Lostwithiel -	122 6 9	- - -	600 1 0	- - -	- - -	- - -	- - -	- - -	
11. Saltash -	644 7 2	- - -	765 0 0	- - -	- - -	- - -	- - -	- - -	
12. Trebarwith Sands Road -	103 0 0	- - -	60 0 0	- - -	- - -	- - -	- - -	- - -	
£	3,021 3 3	53 14 3	10,663 16 8	710 0 0	- - -	0 19 9	59 5 5	- - -	

*a* Paid to parishes.

*b* Including 50*l.* expended in Tranmere Parish.

*c* Banker's commission.

*f* Including 4*l.* 11*s.* 10*d.* paid to the parishes on the Trust ceasing.

*g* Including 6*l.* 16*s.* 3*d.* banker's commission, and 23*l.* 0*s.* 2*d.* bank interest

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
156 0 0	a 40 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2,707 18 1	b 1,178 3 7	274 5 9	762 17 7	- - -	- - -	23 10 8	- - -	80 0 0	200 0 0
1,100 0 0	306 8 11	82 4 9	230 16 5	- - -	- - -	15 11 4	- - -	48 10 0	70 0 0
2,225 0 0	284 0 7	93 6 3	188 6 6	- - -	1 15 0	13 8 2	- - -	45 0 0	60 0 0
580 11 7	138 2 1	28 16 11	8 2 0	- - -	2 14 0	1 6 6	- - -	20 0 0	30 0 0
135 3 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	15 0 0
2,020 3 0	576 8 10	237 15 9	252 3 8	- - -	- - -	51 13 1	16 13 4	34 6 8	125 0 0
248 12 9	- - -	- - -	31 15 0	- - -	- - -	- - -	- - -	15 0 0	15 0 0
187 8 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0
758 14 7	207 0 2	88 13 1	308 17 7	- - -	7 18 6	3 1 1	- - -	20 0 0	60 0 0
4,411 2 7	1,082 11 8	370 5 6	2,123 4 1	- - -	6 2 6	44 18 6	e 5 5 10	40 0 0	156 0 0
4,066 5 5	761 11 5	361 11 3	1,098 5 8	- - -	5 0 0	113 5 8	c 3 5 1	45 0 0	175 0 0
342 2 0	110 10 9	22 0 10	131 14 0	- - -	- - -	- - -	2 2 0	5 0 0	25 0 0
388 17 9	f 115 3 7	19 11 6	224 3 9	- - -	- - -	39 12 7	- - -	18 6 8	33 6 8
203 10 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2,083 4 7	954 18 1	176 3 3	518 0 1	- - -	3 3 0	33 1 8	- - -	25 0 0	110 0 0
1,986 0 0	596 19 9	378 10 6	339 15 0	- - -	- - -	152 0 2	g 49 16 5	20 0 0	80 0 0
589 5 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
614 10 0	a 100 0 0	- - -	- - -	- - -	- - -	- - -	15 0 0	15 0 0	- - -
1,104 1 0	355 2 3	39 10 5	415 19 9	- - -	- - -	28 11 5	- - -	30 0 0	40 0 0
4,858 10 2	6,807 1 8	2,172 15 9	6,634 1 1	- - -	26 13 0	520 0 10	92 2 8	496 3 4	1,209 6 8
830 1 0	163 2 3	149 4 9	290 8 11	- - -	12 15 5	10 9 2	8 0 0	8 0 0	20 0 0
1,070 16 6	206 12 3	86 0 9	266 11 1	- - -	12 9 4	3 18 9	- - -	15 0 0	50 0 0
287 12 8	103 5 8	40 12 6	13 0 0	- - -	- - -	26 14 5	- - -	25 0 0	18 0 0
750 0 0	h 171 2 1	- - -	- - -	- - -	7 13 3	2 16 11	- - -	25 0 0	25 0 0
853 0 0	381 6 10	43 9 9	144 12 8	- - -	- - -	49 3 9	- - -	25 0 0	45 0 0
1,739 4 0	i 700 0 0	- - -	- - -	- - -	- - -	- - -	21 0 0	21 0 0	35 0 0
1,940 10 8	195 13 6	171 6 4	390 1 6	- - -	27 10 5	19 8 9	- - -	24 10 0	105 0 0
1,526 16 0	j 241 11 4	139 0 2	235 7 2	- - -	23 16 11	3 1 5	26 13 4	10 0 0	50 0 0
1,011 0 0	71 9 4	123 2 6	233 3 5	- - -	27 2 1	5 10 7	- - -	25 0 0	30 0 0
600 1 0	214 0 6	63 16 3	107 12 4	- - -	11 8 10	13 13 11	15 0 0	15 0 0	40 0 0
765 0 0	2 14 0	7 0 0	11 3 0	- - -	- - -	- - -	- - -	12 0 0	15 0 0
60 0 0	i 30 0 0	- - -	- - -	- - -	- - -	- - -	2 10 0	2 10 0	- - -
1,434 1 10	2,480 17 9	823 13 0	1,692 0 1	- - -	122 16 3	134 17 8	73 3 4	208 0 0	433 0 0

(Continued on page 12.)

d Local Act expired 1st November 1875.  
h Including materials, &c.

e Including proceeds of sale of Trust property.  
i Contract work.  
j Including contract work.



NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF CHESTER.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Chelford and Holmes Chapel -	6 18 0	- - -	- - -	109 2 0	- - -	- - -	156 0
2. Chester, Neston, & Woodside Ferry, and Hinderton and Birkenhead (united) -	44 5 0	50 19 7	38 1 3	150 0 0	75 11 3	- - -	2,877 14
3. Chester and Tarvin, and Chester and Frodsham (united) -	2 10 2	107 13 4	- - -	b 300 0 0	23 12 3	- - -	1,187 7
4. Chester and Whitechurch, and Ches- ter, Farndon, and Worthenbury (united) -	47 7 8	232 16 5	1 13 4	c 255 10 0	22 14 6	- - -	1,245 18
5. Chester and Wrexham -	2 3 6	32 7 5	- - -	e 200 0 0	14 5 7	- - -	477 18
6. Congleton and Buxton -	0 10 0	- - -	- - -	f 100 0 0	15 12 10	- - -	146 2
7. Cranage and Warrington, and Macclesfield and Nether Tabley (united) -	18 9 0	165 15 0	- - -	g 411 5 0	52 10 5	- - -	1,942 0
8. Macclesfield and Buxton -	5 10 0	- - -	- - -	i 120 0 0	7 11 1	- - -	194 10
9. Macclesfield and Chapel-en-le-Frith -	5 10 0	16 9 8	- - -	j 92 10 0	7 5 6	- - -	140 13
10. Macclesfield District of the Sandon -	5 16 8	- - -	- - -	- - -	59 7 7	- - -	760 14
11. Manchester, Hyde, and Mottram -	160 10 7	- - -	- - -	85 0 0	46 0 3	- - -	4,119 1
12. Manchester and Wilmslow -	38 4 6	0 16 8	38 14 6	- - -	172 18 9	- - -	2,813 13
Nantwich and Congleton :							
13. Middlewich to Nantwich -	12 7 0	4 6 11	- - -	k 82 0 0	5 12 0	- - -	400 13
14. Nantwich and Woore -	22 5 0	- - -	- - -	- - -	7 109 14 6	- - -	582 3
15. Sandbach and Congleton -	5 10 0	36 12 2	- - -	160 10 5	0 17 5	- - -	203 10
16. Stockport and Ashton -	36 15 8	- - -	- - -	- - -	111 10 0	- - -	1,968 1
17. Stockport and Warrington, and Washway (united) -	65 0 4	- - -	- - -	- - -	112 2 7	- - -	1,794 4
18. Tarporley and Whitechurch -	- - -	- - -	- - -	m 701 12 1	17 15 9	- - -	729
19. Thornset -	6 6 0	160 6 6	- - -	n 284 0 0	20 1 8	- - -	600 11
20. Wilmslow and Lawton -	1 3 6	293 6 0	- - -	126 10 0	1 16 10	- - -	1,332
£	487 2 7	1,101 9 8	78 9 1	3,177 19 6	877 0 9	- - -	23,680
COUNTY OF CORNWALL.							
1. Bodmin and Roche District -	- - -	43 16 10	- - -	o 149 15 0	1 15 0	- - -	857
2. Camelford, Wadebridge, and St. Columb -	21 12 5	116 1 10	- - -	p 285 0 0	33 19 2	- - -	1,097 7
3. Creed and St. Just -	- - -	12 15 0	- - -	- - -	34 10 0	- - -	273 1
4. Hayle Bridge Causeway -	61 0 4	469 4 11	- - -	- - -	6 4 0	- - -	768
5. Hayle and Redruth -	- - -	- - -	21 1 3	- - -	5 3 6	- - -	714 1
6. Helston -	13 14 0	99 4 0	- - -	s 608 17 0	65 2 6	- - -	1,563 1
7. Launceston -	5 17 6	153 14 7	- - -	550 0 0	12 17 3	- - -	1,655 1
8. Liskeard -	16 15 6	192 8 9	- - -	t 442 19 6	45 18 5	- - -	1,427 1
9. Penzance and St. Just -	- - -	311 2 5	- - -	311 2 6	10 14 6	- - -	1,148
10. St. Austell and Lostwithiel -	- - -	10 19 2	- - -	k 99 15 0	4 4 8	- - -	595 1
11. Saltash -	0 13 6	25 3 2	- - -	u 605 4 0	31 14 6	- - -	710 1
12. Trebarwith Sands Road -	- - -	- - -	- - -	- - -	4 0 4	- - -	89
£	119 18 3	1,434 10 8	21 1 3	3,052 13 0	256 3 10	- - -	10,852 1

(Continued from page 11.)

a Including 100*l.* at 5 per cent.      b For debts of 460*l.*      c For debts of 276*l.*      d Including 798*l.* 10*s.* at 4 per cent.  
 i For debts of 1,210*l.*      j For debts of 160*l.*      k For debts of 100*l.*      l Including 60*l.* compensation to the surveyor.  
 g Reduced by Act of Parliament.      Rate of interest reduced and arrears extinguished by Act of Parliament.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1875.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1875.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
91 19 1	None	-	-	-	191 19 1	-	-	-	-	-	-
00 0 0	3½	-	-	-	1,200 0 0	-	-	-	-	38	38 3 8
80 0 0	3	-	-	0 17 5	3,380 17 5	-	-	-	24 0 0	312 18 9	336 18 9
47 10 0	3¾	-	-	417 9 4	6,164 19 4	-	-	-	-	523 8 4	523 8 4
54 0 0	2	-	-	-	1,454 0 0	-	-	-	75 0 0	341 5 6	416 5 6
62 10 0	None	-	-	-	2,762 10 0	-	-	-	-	95 4 6	95 4 6
20 0 0	h None	-	-	70 4 10	3,990 4 10	-	-	-	-	70 4 10	70 4 10
73 8 0	None	-	-	-	4,673 8 0	-	-	-	-	197 10 6	197 10 6
58 17 8	1	-	-	7 4 2	1,766 1 10	-	-	-	-	222 8 11	222 8 11
-	-	-	-	-	-	-	-	-	-	66 7 7	66 7 7
54 13 0	2	-	-	27 3 11	181 16 11	-	-	-	-	449 8 5	449 8 5
-	-	-	-	-	-	-	-	-	-	1,825 10 10	1,825 10 10
25 0 0	3	-	-	-	225 0 0	-	-	-	-	66 10 8	66 10 8
32 4 9	2	-	-	-	1,632 4 9	-	-	-	-	-	-
35 14 8	4	-	-	18 1 0	253 15 8	-	-	-	-	270 15 11	270 15 11
-	-	-	-	-	-	-	-	-	-	-	-
32 15 11	None	-	-	-	387 11 1	-	-	-	-	123 4 4	123 4 4
23 0 0	2	-	-	-	832 15 11	-	-	-	-	19 10 1	19 10 1
15 14 4	4	115 9 2	12 6 10	10 9 6	153 19 10	79 2 0	-	-	-	-	79 2 0
07 7 5	-	115 9 2	553 7 6	398 0 7	36,874 4 8	79 2 0	-	-	99 0 0	4,622 12 10	4,800 14 10
00 0 0	2½	-	-	-	1,600 0 0	-	-	-	-	268 17 6	268 17 6
12 10 0	q 4	-	-	91 13 4	2,004 3 4	-	-	-	-	453 18 1	453 18 1
37 10 0	2	-	-	-	637 10 0	-	-	-	-	115 9 10	115 9 10
30 0 0	r 2	-	-	-	11,830 0 0	-	-	-	-	486 17 6	486 17 6
-	-	-	-	-	-	-	-	-	-	137 10 2	137 10 2
00 0 0	3	-	-	15 15 0	2,515 15 0	-	-	-	-	187 13 1	187 13 1
50 0 0	3½	-	-	31 0 11	4,281 0 11	-	-	-	-	592 1 8	592 1 8
93 0 0	2	-	-	-	6,493 0 0	-	-	-	-	547 10 8	547 10 8
11 7 6	5	-	-	-	6,101 17 0	-	-	-	-	-	-
00 0 0	3	-	-	-	300 0 0	-	-	-	-	126 17 1	126 17 1
22 0 0	½	-	-	-	5,022 0 0	-	-	-	-	698 15 0	698 15 0
14 12 4	None	-	-	-	614 12 4	-	-	-	-	123 19 8	123 19 8
70 19 10	-	-	138 9 3	190 9 6	41,399 18 7	-	-	-	-	3,739 10 3	3,739 10 3

For debts of 220*l*.      f For debts of 441*l*. 13*s*. 4*d*.      g For debts of 735*l*.      h Interest abolished by Act of Parliament.  
 m For debts of 996*l*. 18*s*. 1*d*.      n For debts of 350*l*.      o For debts of 150*l*.      p For debts of 300*l*.  
 s For debts of 725*l*.      t For debts of 650*l*.      u For debts of 890*l*.

## ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	2.  Balance in Treasurers' Hands on 1st Jan. 1875.		3.  Balance due to the Treasurers on 1st Jan. 1875.		INCOME.					9.  Amount Money borrowed the Secur of the To
					4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF CUMBERLAND.										
1. Alston a - - - -	126 14 7	- - -	1,377 15 10	- - -	- - -	- - -	- - -	- - -	b 791 17 4	- -
2. Brampton and Longtown - -	193 3 6	- - -	239 16 8	- - -	- - -	- - -	- - -	- - -	6 1 6	- -
3. Brougham Bridge - -	25 16 3	- - -	190 0 0	- - -	- - -	- - -	- - -	- - -	- -	- -
4. Carlisle and Brampton - -	135 15 9	- - -	465 16 8	- - -	- - -	- - -	- - -	- - -	26 0 0	- -
5. Carlisle and Eamont Bridge, Northern Division - -	103 10 4	- - -	460 5 0	30 0 0	- - -	- - -	- - -	- - -	7 0 0	- -
6. Ditto, Southern Division - -	112 19 6	- - -	345 8 4	- - -	- - -	- - -	- - -	- - -	- -	- -
7. Carlisle and Temon - -	- - -	0 8 9	121 16 8	- - -	- - -	- - -	- - -	- - -	17 16 0	- -
8. Cockermouth and Carlisle - -	302 2 11	- - -	733 0 0	- - -	- - -	- - -	- - -	- - -	21 14 9	- -
9. Cockermouth and Maryport - -	79 17 1	- - -	968 0 0	- - -	- - -	- - -	- - -	- - -	20 15 5	- -
10. Cockermouth and Workington - -	121 5 6	- - -	306 10 0	- - -	- - -	- - -	- - -	- - -	11 17 8	- -
11. Penrith and Cockermouth - -	271 4 11	- - -	1,639 12 1	- - -	- - -	- - -	- - -	- - -	4 7 1	- -
£	1,472 10 4	0 8 9	6,848 1 3	30 0 0	- - -	- - -	- - -	- - -	907 9 4	- -
COUNTY OF DERBY.										
1. Alfreton and Derby - -	210 12 9	- - -	1,429 15 4	- - -	- - -	- - -	0 1 0	- - -	4 11 10	- -
2. Alfreton, Higham, and Tibshelf - -	175 5 1	- - -	321 6 0	- - -	- - -	- - -	- - -	- - -	- -	- -
3. Alfreton and Mansfield - -	100 0 3	- - -	840 0 0	- - -	- - -	- - -	- - -	- - -	4 15 0	- -
4. Ashborne to Belper Bridge - -	28 12 8	- - -	264 16 0	33 6 3	- - -	- - -	- - -	- - -	- -	- -
5. Ashborne, Sudbury, and Yoxall Bridge - -	485 4 5	- - -	429 0 0	- - -	- - -	- - -	- - -	- - -	- -	- -
6. Ashford and Buxton, and Tideswell, Blackwell, & Edensor (united) - -	655 2 9	- - -	938 8 10	- - -	- - -	- - -	- - -	- - -	9 13 3	- -
7. Birkin Lane - -	12 1 8	- - -	33 6 6	- - -	- - -	- - -	- - -	- - -	- -	- -
8. Cavendish Bridge and Hulland Ward - -	154 12 7	- - -	1,162 0 0	- - -	- - -	- - -	- - -	- - -	20 0 0	- -
9. Chapel-en-le-Frith - -	46 11 5	- - -	665 14 8	- - -	- - -	730 0 0	- - -	- - -	2 7 8	- -
10. Chesterfield and Hernstone Lane Head - -	- - -	135 18 7	1,400 0 0	- - -	- - -	- - -	2 4 9	- - -	- -	- -
11. Chesterfield to Matlock, Darley, and Rowsley Bridges - -	- - -	47 5 8	512 0 0	165 10 0	- - -	- - -	- - -	- - -	- -	- -
12. Chesterfield, Newbold, and Dun- stone - -	112 5 8	- - -	698 6 8	- - -	- - -	- - -	0 2 6	- - -	- -	- -
13. Chesterfield to Worksop - -	136 13 2	- - -	601 3 4	133 0 0	- - -	- - -	- - -	- - -	- -	- -
14. Cromford and Belper - -	241 15 0	- - -	387 16 8	90 0 0	- - -	- - -	- - -	- - -	29 19 1	- -
15. Cromford and Newhaven - -	171 19 11	- - -	492 13 4	214 1 11	- - -	- - -	- - -	- - -	5 0 0	- -
16. Derby, Ashborne, and Hurdloe, Southern Division a - -	168 4 5	- - -	545 17 0	- - -	- - -	- - -	- - -	- - -	b 328 16 11	- -
17. Derby and Burton-upon-Trent - -	66 12 8	- - -	597 11 8	- - -	- - -	- - -	- - -	- - -	- -	- -
18. Derby, Duffield, Wirksworth, and Sheffield a - -	131 1 2	- - -	2,691 16 8	- - -	- - -	- - -	0 7 6	- - -	b 1,047 5 0	- -
19. Derby, Mansfield, and Nutthall a - -	567 16 6	- - -	900 0 0	- - -	- - -	- - -	- - -	- - -	b 550 14 0	- -
20. Derby to Uttoxeter - -	- - -	265 6 5	927 6 8	- - -	- - -	- - -	- - -	- - -	- -	- -
21. Duffield to Heage - -	63 1 4	- - -	421 0 0	- - -	- - -	- - -	- - -	- - -	5 12 8	- -
22. Glossop and Marple Bridge - -	- - -	113 11 3	932 4 6	- - -	- - -	- - -	- - -	- - -	- -	- -
23. Haddon and Bentley - -	- - -	110 8 9	356 0 1	75 6 4	- - -	- - -	0 12 6	- - -	- -	- -
24. Ideridgehay and Duffield - -	- - -	8 7 3	171 16 8	- - -	- - -	- - -	- - -	- - -	- -	- -
25. Mansfield and Chesterfield - -	390 18 5	- - -	817 10 0	- - -	- - -	- - -	- - -	- - -	10 0 0	- -
26. Nottingham and Newhaven, Third District - -	503 18 10	- - -	1,300 0 0	- - -	- - -	- - -	0 10 11	- - -	- -	- -
27. Oakerthorpe and Ashborne - -	- - -	4 8 2	421 1 8	213 16 10	- - -	- - -	- - -	- - -	0 4 6	- -
28. Owlser Bar - -	45 7 11	- - -	1,820 0 0	- - -	- - -	- - -	0 2 6	- - -	34 13 0	- -
29. Sheffield and Chapel-en-le-Frith - -	290 9 2	- - -	3,062 10 0	30 0 0	- - -	- - -	0 18 9	- - -	37 15 2	- -
30. Sheffield and Glossop a - -	82 19 7	- - -	353 18 2	78 8 2	- - -	- - -	- - -	- - -	b 171 11 5	- -
31. Temple Normanton and Tibshelf - -	33 11 9	- - -	152 0 0	- - -	- - -	- - -	- - -	- - -	- -	- -
32. Tupton and Ashover - -	55 17 3	- - -	106 1 6	23 0 0	- - -	- - -	- - -	- - -	- -	- -
33. Wirksworth and Hulland Ward - -	26 9 8	- - -	308 6 8	- - -	- - -	- - -	- - -	- - -	- -	- -
£	4,957 6 0	685 6 1	26,061 8 7	1,056 9 6	730 0 0	5 0 5	2,262 19 6	- -	- -	- -

a Local Act expired 1st November 1875.

b Including proceeds of sale of Trust property.  
h For two years.

c Including 22l. for horse-hir



EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
169 13 2	930 0 11	141 11 7	164 2 7	- - -	10 11 0	23 5 3	50 0 0	30 0 0	<i>e</i> 147 0 0
245 18 2	81 10 11	5 18 0	- - -	- - -	- - -	- - -	10 0 0	5 0 0	21 18 0
190 0 0	27 14 3	5 16 0	14 14 6	- - -	- - -	- - -	- - -	5 0 0	10 10 0
491 16 8	<i>d</i> 208 2 7	52 15 4	33 6 0	- - -	1 4 0	10 15 3	10 0 0	12 0 0	25 0 0
497 5 0	208 0 2	109 11 3	10 12 6	- - -	3 19 0	4 11 3	7 0 0	12 0 0	25 0 0
345 8 4	143 6 0	21 17 0	24 19 7	- - -	1 15 0	1 12 8	- - -	20 0 0	30 0 0
139 12 8	54 3 0	17 19 0	4 6 0	- - -	1 19 0	0 3 0	10 0 0	13 0 0	28 0 0
754 14 9	332 15 10	33 18 0	28 17 0	- - -	- - -	10 10 5	- - -	31 10 0	70 0 0
988 15 5	535 15 4	96 3 9	58 2 0	- - -	- - -	28 2 2	- - -	31 10 0	80 0 0
318 7 3	106 10 11	27 11 0	7 15 6	- - -	1 0 0	2 6 8	- - -	10 0 0	15 0 0
343 19 2	<i>d</i> 878 16 3	30 6 2	15 19 6	- - -	1 15 0	21 6 1	<i>e</i> 0 8 0	31 10 0	125 0 0
785 10 7	3,506 16 2	543 7 1	362 15 2	- - -	22 3 0	102 12 9	87 8 0	201 10 0	577 8 0
434 8 2	454 7 4	131 12 5	217 17 2	- - -	- - -	57 14 1	10 0 0	20 0 0	85 4 0
321 6 0	26 6 2	21 4 0	12 17 2	- - -	- - -	7 0 5	- - -	8 0 0	9 0 0
844 15 0	229 19 1	113 13 10	76 12 9	- - -	- - -	23 11 3	5 0 0	12 0 0	18 0 4
298 2 3	72 19 9	27 6 6	0 12 6	- - -	- - -	9 15 1	5 0 0	20 0 0	20 0 0
429 0 0	<i>f</i> 135 0 0	- - -	- - -	- - -	- - -	3 1 0	- - -	17 0 0	2 2 0
248 2 1	253 8 4	26 11 0	5 17 2	- - -	3 9 0	4 14 2	<i>e</i> 0 16 5	10 0 0	65 0 0
33 6 6	- - -	- - -	- - -	- - -	- - -	- - -	2 2 0	- - -	- - -
182 0 0	493 17 10	105 14 4	232 9 4	- - -	3 8 7	29 6 7	- - -	<i>g</i> 25 0 0	45 0 0
398 2 4	30 0 0	- - -	- - -	- - -	- - -	0 9 6	- - -	50 0 0	19 19 9
402 4 9	590 14 3	196 9 7	256 10 6	- - -	- - -	8 3 6	- - -	30 0 0	100 0 0
377 10 0	224 13 8	105 2 10	100 15 3	- - -	- - -	13 1 1	- - -	15 0 0	30 0 0
398 9 2	83 5 4	53 0 4	56 13 10	- - -	- - -	16 16 9	- - -	- - -	30 0 0
734 3 4	246 7 9	107 17 11	75 17 4	- - -	- - -	24 0 0	- - -	15 0 0	30 0 0
507 15 9	162 0 10	51 0 8	178 17 3	- - -	- - -	17 0 8	<i>e</i> 1 12 3	10 10 0	10 0 0
711 15 3	232 5 7	76 0 2	11 0 11	- - -	- - -	0 19 11	<i>e</i> 1 14 3	20 0 0	30 0 0
374 13 11	250 7 10	164 18 7	135 17 6	- - -	5 13 6	42 8 1	<i>e</i> 2 17 11	<i>h</i> 40 0 0	63 0 0
597 11 8	183 18 3	66 10 7	116 1 4	- - -	4 0 0	19 18 7	- - -	20 0 0	45 0 0
739 9 2	<i>i</i> 1,789 2 3	589 9 7	706 17 1	- - -	- - -	52 5 8	- - -	<i>h</i> 85 0 0	80 0 0
450 14 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
327 6 8	226 3 4	108 12 0	45 14 5	- - -	- - -	5 10 3	<i>j</i> 9 19 7	<i>g</i> 25 0 0	40 0 0
426 12 8	83 8 10	33 4 10	7 3 8	- - -	0 10 6	- - -	- - -	10 0 0	- - -
332 4 6	493 9 9	55 1 0	50 11 2	- - -	2 8 0	28 10 10	<i>j</i> 7 13 0	50 0 0	45 0 4
431 18 11	121 17 9	33 5 6	4 5 0	- - -	0 15 0	0 16 0	- - -	20 0 0	20 0 0
171 16 8	53 2 0	17 9 6	15 0 0	- - -	- - -	2 11 0	<i>e</i> 0 12 6	10 0 0	11 10 0
827 10 0	<i>d</i> 361 4 10	168 12 0	86 15 6	- - -	- - -	9 1 2	5 5 0	25 0 0	40 0 0
300 10 11	280 14 6	129 14 3	221 15 11	- - -	4 9 4	6 5 7	- - -	30 0 0	40 0 0
635 3 0	309 11 11	96 17 1	33 19 2	- - -	- - -	3 14 0	<i>e</i> 1 13 0	20 0 0	30 0 0
854 15 6	601 13 3	577 18 7	138 17 3	- - -	- - -	14 17 4	<i>e</i> 2 0 6	30 0 0	60 0 0
131 3 11	535 0 10	345 3 5	371 11 11	- - -	16 5 0	75 12 11	- - -	20 0 0	50 0 0
603 17 9	146 19 3	12 4 0	14 17 8	- - -	- - -	9 18 1	- - -	13 13 0	37 7 9
152 0 0	20 19 5	17 12 6	11 0 3	- - -	- - -	0 8 6	- - -	24 16 0	10 0 0
129 1 6	<i>f</i> 48 0 0	- - -	<i>h</i> 10 0 0	- - -	- - -	- - -	3 3 0	- - -	- - -
308 6 8	111 6 8	64 6 3	38 15 2	- - -	- - -	1 18 8	<i>e</i> 1 3 0	10 0 0	13 10 0
115 18 0	8,852 6 7	3,496 13 3	3,235 4 2	- - -	40 18 11	489 10 8	60 12 5	705 19 0	1,079 14 2

(Continued on page 16.)

*d* Including contract work. *e* Banker's commission. *f* Contract work. *g* For 1½ year.  
*i* 637l. 15s. 4d. paid to the parishes on the Trust ceasing. *j* Banker's interest and commission. *h* To Mansfield and Tibshelf Road.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. Total EXPENDITURE.
COUNTY OF CUMBERLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
1. Alston	90 2 3	- - -	- - -	437 11 9	a 272 2 5	- - -	2,296
2. Brampton and Longtown	- - -	93 14 2	- - -	- - -	5 3 2	- - -	223
3. Brougham Bridge	12 19 4	- - -	- - -	- - -	13 12 3	- - -	90
4. Carlisle and Brampton	- - -	19 19 0	- - -	c 199 0 0	14 9 11	- - -	586
5. Carlisle and Ramont Bridge, Northern Division	- - -	29 15 4	- - -	d 99 10 0	8 12 1	- - -	518
6. Ditto, Southern Division	- - -	10 10 0	22 10 6	- - -	31 6 4	- - -	307
7. Carlisle and Temon	- - -	- - -	- - -	- - -	6 8 4	- - -	135
8. Cockermouth and Carlisle	- - -	93 15 3	- - -	e 262 10 0	47 0 3	- - -	910
9. Cockermouth and Maryport	- - -	260 18 9	11 19 5	- - -	22 6 11	- - -	1,124
10. Cockermouth and Workington	- - -	81 10 6	- - -	- - -	13 16 4	- - -	266
11. Penrith and Cockermouth	- - -	185 11 3	- - -	h 444 10 0	87 17 11	- - -	1,823
£	103 1 7	775 14 3	34 9 11	1,443 1 9	522 15 11	- - -	8,283
COUNTY OF DERBY.							
1. Alfreton and Derby	0 6 8	22 4 0	- - -	200 0 0	22 9 10	- - -	1,221
2. Alfreton, Higham, and Tibshelf	0 6 8	49 6 8	- - -	c 148 0 0	3 11 7	- - -	281
3. Alfreton and Mansfield	0 15 0	28 0 0	- - -	i 210 0 0	29 13 1	- - -	747
4. Ashborne to Belper Bridge	72 12 9	52 14 3	- - -	- - -	4 16 6	- - -	285
5. Ashborne, Sudbury, and Yoxall Bridge	5 18 2	17 0 0	- - -	k 400 0 0	3 14 3	- - -	588
6. Ashford and Buxton, and Tideswell, Blackwell, & Edensor (united)	4 15 10	- - -	- - -	600 0 0	3 1 0	- - -	977
7. Birkin Lane	3 2 2	- - -	- - -	- - -	2 14 3	- - -	7
8. Cavendish Bridge and Hulland Ward	- - -	41 14 8	- - -	150 0 0	8 19 4	- - -	1,135
9. Chapel-en-le-Frith	0 14 8	87 16 0	- - -	l 388 0 0	22 13 9	730 0 0	1,329
10. Chesterfield and Hernstone Lane Head	0 6 8	4 0 0	- - -	- - -	19 3 7	- - -	1,205
11. Chesterfield to Matlock, Darley, and Rowsley Bridges	26 11 10	- - -	- - -	- - -	6 11 6	- - -	521
12. Chesterfield, Newbold, and Dun- stone	19 9 4	- - -	- - -	- - -	7 18 6	- - -	267
13. Chesterfield to Worksop	0 6 8	100 6 4	- - -	o 200 0 0	6 2 0	- - -	805
14. Cromford and Belper	8 5 0	120 9 11	- - -	- - -	12 15 1	- - -	572
15. Cromford and Newhaven	4 3 4	14 6 7	- - -	- - -	13 15 0	- - -	404
16. Derby, Ashborne, and Hurdloe, Southern Division	p 66 2 0	- - -	- - -	- - -	q 271 12 11	- - -	1,042
17. Derby and Burton-upon-Trent	12 18 8	24 0 0	- - -	- - -	38 14 0	- - -	531
18. Derby, Duffield, Wirksworth, and Sheffield	77 0 2	- - -	75 0 0	- - -	r 415 15 7	- - -	3,818
19. Derby, Mansfield, and Nutthall	58 17 3	57 15 5	- - -	1,824 0 7	57 17 3	- - -	2,018
20. Derby to Uttoxeter	- - -	284 8 0	- - -	- - -	12 15 1	- - -	758
21. Duffield to Heage	4 0 0	172 12 11	- - -	- - -	12 16 9	- - -	323
22. Glossop and Marple Bridge	0 6 8	111 6 2	- - -	- - -	9 19 8	- - -	854
23. Haddon and Bentley	5 11 11	- - -	- - -	- - -	9 6 8	- - -	215
24. Ideridgehay and Duffield	0 13 4	11 18 0	- - -	- - -	21 1 7	- - -	143
25. Mansfield and Chesterfield	1 1 0	56 0 0	- - -	t 240 0 0	15 18 6	- - -	1,004
26. Nottingham and Newhaven, Third District	0 13 4	60 0 0	- - -	u 490 0 0	44 3 4	- - -	1,307
27. Oakerthorpe and Ashborne	7 10 8	27 15 4	- - -	100 0 0	14 9 2	- - -	641
28. Owl Bar	6 6 8	2 16 8	- - -	v 200 0 0	19 5 6	- - -	1,681
29. Sheffield and Chapel-en-le-Frith	9 2 10	516 16 1	91 14 5	w 681 0 0	22 15 6	- - -	2,731
30. Sheffield and Glossop	30 8 0	- - -	- - -	x 419 17 11	1 11 8	- - -	686
31. Temple Normanton and Tibshelf	0 10 0	47 16 8	- - -	- - -	25 12 0	- - -	158
32. Tupton and Ashover	3 2 2	- - -	- - -	- - -	1 9 9	- - -	61
33. Wirksworth and Hulland Ward	0 13 4	23 1 1	- - -	y 66 13 4	29 17 5	- - -	361
£	432 12 9	1,934 4 9	166 14 5	6,317 11 10	1,193 1 7	730 0 0	28,781

a Including 175*l.* compensation to officers.b The Local Act having expired, the remaining debt, 24,295*l.* 15*s.*, is omitted.

g Interest abolished by Act of Parliament.

h For debts of 601*l.* 5*s.*i For debts of 212*l.* 10*s.*j Including 1,250*l.* at 2½*p*

n Interest abolished and arrears extinguished by Act of Parliament.

o For debts of 200*l.* 1*s.*

p For two years

s The Local Act having expired, the remaining debt, 1,875*l.* 19*s.* 5*d.*, is omitted.t For debts of 300*l.*

u For debts of 5

DEBTS.						ARREARS OF INCOME.					
27. Dated or Average Debts.	28. Rate of Interest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1875.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1875.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
00 0 0	3	-	-	-	3,100 0 0	43 13 4	-	-	-	215 17 5	259 10 9
00 0 0	None	-	-	-	4,300 0 0	-	-	-	-	125 9 11	125 9 11
50 0 0	4	-	-	-	150 0 0	-	-	-	-	41 0 4	41 0 4
00 0 0	3½	-	113 10 0	-	913 10 0	-	-	-	-	82 3 9	82 3 9
00 0 0	3½	-	-	-	300 0 0	-	-	-	-	150 10 9	150 10 9
50 0 0	f3	-	-	-	2,050 0 0	-	-	-	-	3 5 7	3 5 7
00 0 0	f2	-	-	56 5 10	6,356 5 10	-	-	-	-	146 0 11	146 0 11
70 0 0	g None	-	-	-	3,270 0 0	-	-	-	-	174 1 10	174 1 10
88 0 0	3	-	-	-	5,738 0 0	-	-	-	-	92 3 11	92 3 11
08 0 0	-	-	113 10 0	56 5 10	26,177 15 10	43 13 4	-	-	-	1,030 14 5	1,074 7 9
35 0 0	4	-	-	-	555 0 0	-	-	-	-	423 5 5	423 5 5
70 0 0	3	-	27 5 0	-	1,777 5 0	-	-	-	-	210 18 5	210 18 5
87 10 0	4	-	-	-	487 10 0	-	-	-	-	197 9 11	197 9 11
17 15 6	2	-	51 16 10	-	4,969 12 4	-	-	-	-	40 17 7	40 17 7
7 10 0	2	-	-	-	807 10 0	-	-	-	-	330 9 0	330 9 0
70 0 0	None	-	-	-	7,250 0 0	-	-	-	-	625 11 11	625 11 11
70 15 7	None	-	-	-	1,170 15 7	-	-	-	-	37 9 9	37 9 9
50 0 0	4 & 5	-	-	-	850 0 0	96 16 8	-	-	-	201 1 11	297 18 7
86 0 0	3½	-	30 0 0	-	1,916 0 0	-	-	-	-	115 0 1	115 0 1
00 0 0	4	-	-	-	100 0 0	-	-	-	-	60 18 1	60 18 1
85 10 5	nNone	85 8 4	-	-	8,870 18 9	47 3 4	-	-	-	108 8 2	155 11 6
27 1 0	2	17 9 8	92 10 9	-	4,737 1 5	22 18 4	-	-	-	543 10 9	566 9 1
04 15 4	2½	-	157 6 7	-	5,162 1 11	50 11 8	-	-	-	64 18 6	115 10 2
45 0 0	1	-	-	-	1,445 0 0	0 3 4	43 0 0	-	72 18 5	176 19 1	293 0 10
00 0 0	f2	-	-	-	600 0 0	-	22 19 1	-	-	479 9 5	502 8 6
10 0 0	4	-	-	96 2 5	7,206 2 5	-	-	-	-	133 2 11	133 2 11
18 16 7	gNone	-	-	-	5,918 16 7	-	-	-	-	-	-
31 5 0	3½	-	25 9 9	35 13 4	3,292 8 1	-	-	-	-	165 16 6	165 16 6
50 0 0	1	-	23 10 0	-	2,373 10 0	-	-	-	-	105 12 4	105 12 4
29 10 0	2	-	-	-	599 10 0	14 6 8	-	-	-	19 11 6	33 18 2
00 0 0	4	-	-	-	1,100 0 0	-	-	-	-	209 10 5	209 10 5
00 0 0	4	-	-	-	1,500 0 0	-	-	-	-	496 13 6	496 13 6
00 0 0	3½	-	-	14 15 6	314 15 6	32 8 4	11 2 8	-	-	43 11 0	43 11 0
00 0 0	4	39 12 8	7 18 8	-	147 11 4	-	-	-	-	246 7 8	246 7 8
50 7 4	3	26 10 1	338 19 6	-	11,915 16 11	469 10 0	-	-	-	686 10 2	1,149 0 2
70 0 0	gNone	-	-	-	2,870 0 0	-	-	-	-	26 16 5	26 16 5
75 0 0	None	-	-	-	575 0 0	-	-	-	-	119 3 10	119 3 10
50 0 0	1½	-	-	26 8 7	1,376 8 7	31 6 8	-	-	-	-	31 6 8
91 16 9	-	169 0 9	754 17 1	172 19 10	79,888 14 5	758 5 0	77 1 9	-	72 18 5	5,825 13 3	6,733 13 5

For debts of 200*l.* *a* For debts of 100*l.**e* For debts of 350*l.**f* Rate of interest reduced by Act of Parliament.*k* For debts of 425*l.**l* For debts of 420*l.**m* Including 500*l.* at 5 per cent.*q* Including 249*l.* compensation to officers.*r* Including 390*l.* compensation to officers.or debts of 210*l.**w* For debts of 1,718*l.**x* The Local Act having expired, the remaining debt, 1,960*l.* 6*s.* 11*d.*, is omitted.



ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					9.  Amount of Money borrowed the Security of the T
	Balance in Treasurers' Hands on 1st Jan. 1875.	Balance due to the Treasurers on 1st Jan. 1875.	4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.			
COUNTY OF DEVON.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
1. Ashburton - - -	476 3 2	- - -	1,013 6 8	- - -	- - -	- - -	0 2 0	- -		
2. Axminster - - -	296 18 5	- - -	830 0 0	- - -	- - -	- - -	11 18 0	- -		
3. Barnstaple - - -	168 15 10	- - -	3,381 0 0	72 0 0	- - -	0 15 9	- -	- -		
4. Bideford - - -	127 15 5	- - -	2,431 0 0	- - -	- - -	- - -	10 18 3	- -		
5. Braunton, and Braunton and Ilfracombe (united) - - -	446 12 2	- - -	540 13 5	- - -	- - -	- - -	14 7 6	- -		
6. Combmartin - - -	673 10 1	- - -	465 12 11	- - -	- - -	- - -	- - -	- -		
7. Combmartin and Ilfracombe - - -	244 19 1	- - -	325 3 8	- - -	- - -	- - -	- - -	- -		
8. Exeter - - -	- - -	321 10 7	6,647 0 0	16 13 4	- - -	- - -	- - -	- -		
9. Great Torrington - - -	116 12 5	- - -	1,140 0 0	670 13 6	- - -	- - -	- - -	- -		
10. Honiton - - -	48 2 10	- - -	593 13 6	- - -	- - -	0 2 6	- - -	- -		
11. Honiton and Ilminster - - -	38 14 1	- - -	132 14 4	- - -	- - -	- - -	- - -	- -		
12. Honiton and Sidmouth - - -	112 12 8	- - -	192 10 0	2 10 0	- - -	- - -	- - -	- -		
13. Kingsbridge and Dartmouth - - -	556 7 1	- - -	2,160 0 0	1,049 16 8	- - -	0 2 6	0 1 0	- -		
14. Modbury - - -	590 11 4	- - -	712 0 0	- - -	- - -	- - -	11 4 0	- -		
15. Moretonhampstead - - -	51 8 3	- - -	173 10 0	- - -	- - -	- - -	- - -	- -		
16. Plymouth and Exeter Road - - -	87 14 3	- - -	166 0 0	- - -	- - -	- - -	- - -	- -		
17. Plymouth and Tavistock - - -	107 15 2	- - -	1,018 11 7	- - -	- - -	0 0 6	12 18 9	- -		
18. Sidmouth and Cullompton - - -	- - -	0 19 5	74 0 0	- - -	- - -	- - -	- - -	- -		
19. South Molton - - -	826 4 10	- - -	1,300 0 0	- - -	- - -	- - -	19 15 4	- -		
20. Teignmouth and Dawlish - - -	744 1 9	- - -	1,150 0 0	- - -	- - -	- - -	5 0 0	- -		
21. Tiverton - - -	901 14 9	- - -	2,211 0 0	- - -	- - -	- - -	0 19 10	- -		
22. Totnes and Bridgetown Pomeroy, and Totnes Bridge - - -	465 8 2	- - -	2,713 12 0	- - -	- - -	- - -	10 2 6	- -		
£	7,082 1 9	322 10 0	29,371 8 1	1,811 13 6	- - -	1 1 3	97 7 2	- -		
COUNTY OF DORSET.										
1. Backwater Bridge and Road - - -	128 10 8	- - -	118 15 0	- - -	- - -	- - -	- - -	- -		
2. Blandford and Poole - - -	141 1 7	- - -	311 19 0	- - -	- - -	- - -	5 0 0	- -		
3. Blandford and Wimborne - - -	92 14 6	- - -	178 0 0	- - -	- - -	- - -	- - -	- -		
4. Bridport, First District - - -	467 8 4	- - -	1,247 3 4	112 6 3	- - -	- - -	- - -	- -		
5. Bridport, Second District - - -	727 5 0	- - -	970 0 0	- - -	- - -	- - -	- - -	- -		
6. Bridport and Broadwinsor - - -	210 7 10	- - -	440 0 0	- - -	- - -	- - -	39 3 4	- -		
7. Dorchester and Wool - - -	21 9 0	- - -	387 8 9	- - -	- - -	- - -	- - -	- -		
8. Harnham, Blandford, and Dorchester - - -	661 18 2	- - -	1,386 12 8	- - -	- - -	- - -	- - -	- -		
9. Lyme Regis - - -	535 3 0	- - -	862 0 0	- - -	- - -	- - -	5 14 11	- -		
10. Ditto, Crewkerne Branch - - -	46 16 8	- - -	56 0 0	- - -	- - -	- - -	0 19 2	- -		
11. Poole - - -	616 14 8	- - -	1,434 10 5	- - -	- - -	- - -	0 13 0	- -		
12. Sherborne - - -	44 2 5	- - -	1,264 15 0	- - -	- - -	- - -	13 12 6	- -		
13. Vale of Blackmoor - - -	214 14 7	- - -	1,316 13 4	- - -	- - -	- - -	21 6 6	- -		
14. Wareham (Three Branches) - - -	604 17 9	- - -	1,110 0 0	- - -	- - -	- - -	15 10 0	- -		
15. Weymouth, Melcombe Regis, and Dorchester - - -	35 19 2	- - -	1,089 4 6	- - -	- - -	- - -	6 0 0	- -		
16. Wimborne and Piddletown - - -	580 9 7	- - -	525 11 3	- - -	- - -	- - -	- - -	- -		
£	5,129 12 11	- - -	12,698 13 3	112 6 3	- - -	- - -	107 19 5	- -		

a Contract work.

b Paid to parishes.

c Including materials, &c.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
013 8 8	a 176 17 6	- - -	- - -	- - -	- - -	- - -	1 0 0	40 0 0	70 0 0
841 18 0	187 8 2	147 11 2	26 0 9	- - -	- - -	114 5 4	- - -	31 10 0	50 0 0
453 15 9	b 600 0 0	- - -	- - -	1 0 0	- - -	- - -	- - -	40 0 0	25 0 0
441 18 3	c 736 15 0	- - -	8 16 6	- - -	- - -	15 15 8	- - -	15 0 0	100 0 0
555 0 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	16 0 0	- - -
465 12 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
325 3 8	b 45 0 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
663 13 4	d 3,608 17 10	- - -	- - -	- - -	0 2 6	69 16 7	e 6 8 6	150 0 0	270 0 0
810 13 6	153 2 1	262 7 1	434 2 1	- - -	37 6 5	11 6 4	5 5 0	30 0 0	65 0 0
593 16 0	a 384 5 7	- - -	- - -	- - -	- - -	- - -	15 0 0	35 0 0	20 0 0
132 14 4	c 105 0 0	- - -	- - -	- - -	- - -	1 16 0	- - -	30 0 0	15 0 0
195 0 0	a 68 0 0	- - -	- - -	- - -	- - -	4 0 6	8 0 0	18 0 0	15 0 0
210 0 2	d 1,379 4 5	95 18 11	184 15 9	- - -	10 0 0	41 3 4	10 0 0	31 10 0	80 0 0
723 4 0	d 348 17 11	- - -	27 0 9	- - -	0 10 0	9 1 4	10 0 0	20 0 0	20 0 0
173 10 0	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0	- - -
166 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
031 10 10	105 10 0	28 15 0	319 5 11	- - -	- - -	1 13 3	- - -	23 3 10	36 16 2
74 0 0	33 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
319 15 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0
155 0 0	- - -	- - -	- - -	- - -	- - -	10 6 8	- - -	30 0 0	- - -
211 19 10	b 431 3 4	- - -	- - -	- - -	- - -	- - -	15 0 0	40 0 0	50 0 0
723 14 6	a 601 9 10	- - -	- - -	- - -	22 5 0	- - -	- - -	40 0 0	50 0 0
281 10 0	8,964 11 8	534 12 2	1,000 1 9	1 0 0	70 3 11	279 5 0	75 13 6	640 3 10	876 16 2
118 15 0	- - -	- - -	- - -	- - -	- - -	1 8 0	- - -	10 0 0	- - -
316 19 0	73 15 6	54 1 10	36 0 6	- - -	- - -	5 18 11	- - -	20 0 0	30 0 0
178 0 0	36 2 6	17 12 8	14 13 5	- - -	2 18 3	8 3 8	- - -	10 0 0	15 0 0
359 9 7	60 4 8	140 7 8	164 14 6	- - -	- - -	6 12 0	- - -	f 122 10 0	f 62 10 0
970 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	30 0 0
479 3 4	- - -	- - -	- - -	- - -	- - -	6 3 7	- - -	60 0 0	20 0 0
387 8 9	36 13 10	46 8 1	47 18 1	- - -	- - -	9 10 1	- - -	15 10 0	30 0 0
386 12 8	226 2 7	105 12 9	64 7 7	- - -	- - -	15 19 6	- - -	40 0 0	100 0 0
867 14 11	314 18 11	47 5 3	2 19 6	- - -	1 0 0	79 17 4	15 0 0	30 0 0	70 0 0
56 19 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
435 3 5	450 18 2	343 8 1	43 15 0	- - -	- - -	15 3 7	- - -	50 0 0	30 0 0
278 7 6	305 11 2	177 12 3	188 7 1	- - -	45 10 7	30 8 7	- - -	40 0 0	100 0 0
337 19 10	286 8 11	276 11 7	156 19 5	- - -	1 0 0	13 8 3	- - -	78 15 0	87 2 0
125 10 0	477 5 2	144 16 3	- - -	- - -	1 5 0	19 6 9	- - -	20 0 0	50 0 0
095 4 6	173 11 4	212 9 8	144 17 3	- - -	- - -	33 2 11	- - -	22 10 0	76 0 0
525 11 3	- - -	- - -	- - -	- - -	- - -	1 16 11	- - -	10 0 0	- - -
2918 18 11	2,441 12 9	1,566 6 1	864 12 4	- - -	51 13 10	247 0 1	15 0 0	559 5 0	700 12 0

(Continued on page 20.)

d Including contract work.

e Banker's commission,

f Including arrears.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

(Continued from page 19.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF DEVON.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Ashburton - - - - -	11 11 4	648 14 9	- - -	- - -	43 10 9	- - -	991 14
2. Axminster - - - - -	- - -	34 14 2	- - -	100 0 0	40 11 4	- - -	732 0
3. Barnstaple - - - - -	6 12 6	277 2 7	- - -	a 2,120 16 6	84 1 10	- - -	3,154 13
4. Bideford - - - - -	13 4 6	170 16 8	194 0 0	b 1,206 4 6	25 18 8	- - -	2,486 11
5. Braunton, and Braunton and Ilfracombe (united) - - - - -	- - -	13 8 2	- - -	600 0 0	11 8 0	- - -	640 16
6. Combmartin - - - - -	- - -	- - -	- - -	724 15 0	3 2 6	- - -	747 17
7. Combmartin and Ilfracombe - - - - -	- - -	97 10 0	- - -	d 151 5 0	6 13 10	- - -	310 8
8. Exeter - - - - -	18 19 3	588 8 1	- - -	e 847 18 9	89 15 3	- - -	5,650 6
9. Great Torrington - - - - -	10 11 8	104 16 3	- - -	f 502 11 1	28 10 3	- - -	1,644 18
10. Honiton - - - - -	- - -	169 15 0	- - -	- - -	17 18 3	- - -	641 18
11. Honiton and Ilminster - - - - -	- - -	- - -	- - -	- - -	7 5 7	- - -	159 1
12. Honiton and Sidmouth - - - - -	- - -	27 10 0	- - -	g 125 0 0	19 6 8	- - -	284 17
13. Kingsbridge and Dartmouth - - - - -	4 3 0	155 2 3	- - -	h 1,069 9 6	95 1 5	- - -	3,156 8
14. Modbury - - - - -	0 13 6	- - -	- - -	525 7 2	11 19 0	- - -	973 9
15. Moretonhampstead - - - - -	- - -	- - -	- - -	- - -	10 2 3	- - -	25 2
16. Plymouth and Exeter Road - - - - -	- - -	- - -	- - -	100 0 0	- - -	- - -	100 0
17. Plymouth and Tavistock - - - - -	0 13 6	48 19 4	12 8 11	j 289 10 0	49 18 5	- - -	916 14
18. Sidmouth and Cullompton - - - - -	- - -	29 5 0	- - -	- - -	6 12 11	- - -	68 17
19. South Molton - - - - -	48 18 9	757 13 11	- - -	622 10 0	28 12 10	- - -	1,477 15
20. Teignmouth and Dawlish - - - - -	- - -	35 15 0	- - -	l 1,193 15 6	37 5 2	- - -	1,307 2
21. Tiverton - - - - -	- - -	485 3 9	- - -	n 891 10 0	118 13 9	- - -	2,031 10
22. Totnes and Bridgetown Pomeroy, and Totnes Bridge - - - - -	- - -	245 19 9	- - -	p 2,055 10 0	122 9 2	- - -	3,137 13
£	115 8 0	3,890 14 8	206 8 11	13,126 3 0	858 17 10	- - -	30,640
COUNTY OF DORSET.							
1. Backwater Bridge and Road - - - - -	12 18 4	- - -	- - -	100 0 0	8 4 2	- - -	132 10
2. Blandford and Poole - - - - -	14 2 0	18 7 8	- - -	- - -	11 8 9	- - -	263 15
3. Blandford and Wimborne - - - - -	3 6 0	45 0 4	- - -	- - -	1 4 9	- - -	154 1
4. Bridport, First District - - - - -	- - -	184 7 9	- - -	n 840 0 0	22 6 5	- - -	1,603 13
5. Bridport, Second District - - - - -	9 3 7	121 8 2	- - -	r 905 19 9	23 5 6	- - -	1,109 17
6. Bridport and Broadwinsor - - - - -	8 8 4	3 0 5	- - -	- - -	9 12 6	- - -	107 7
7. Dorchester and Wool - - - - -	- - -	9 8 8	- - -	210 0 0	1 5 0	- - -	406 13
8. Harnham, Blandford, and Dorchester - - - - -	30 2 4	60 14 8	- - -	s 616 0 0	16 2 4	- - -	1,275 1
9. Lyme Regis - - - - -	2 3 3	173 16 10	- - -	t 414 0 0	95 7 8	- - -	1,246 8
10. Ditto, Crewkerne Branch - - - - -	- - -	6 13 9	- - -	- - -	5 18 2	- - -	22 11
11. Poole - - - - -	- - -	171 19 4	- - -	v 371 0 0	34 11 11	- - -	1,510 16
12. Sherborne - - - - -	0 13 4	55 17 4	- - -	w 183 0 0	42 17 5	- - -	1,169 17
13. Vale of Blackmoor - - - - -	15 12 10	138 17 0	- - -	x 42 10 0	130 11 3	- - -	1,227 16
14. Wareham (Three Branches) - - - - -	- - -	- - -	- - -	- - -	13 3 9	- - -	725 16
15. Weymouth, Melcombe Regis, and Dorchester - - - - -	- - -	60 18 2	25 0 0	200 0 0	5 9 9	- - -	953 19
16. Wimborne and Piddletown - - - - -	- - -	7 6 11	- - -	528 4 4	10 17 3	- - -	558 5
£	96 10 0	1,057 17 0	25 0 0	4,410 14 1	432 6 7	- - -	12,468 9

a For debts of 2,125*l*.

h For debts of 1,430*l*.

n For debts of 1,500*l*.

i For debts of 700*l*.

b For debts of 1,277*l*. 10*s*.

z Including 1,300*l*. at 3, and 428*l*. 17*s*. 6*d*. at 2½ per cent.

o Including 2,400*l*. at 1½ per cent.

u Including 600*l*. at 3½ per cent.

c Misstated in previous Returns.

j For debts of 306*l*.

p For debts of 5,100*l*.

v For debts of 500*l*.



DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of In- terest per- cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1875.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1875.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,940 0 0	4 to 5	-	576 3 8	-	14,516 3 8	-	-	-	-	497 17 6	497 17 6
1,100 0 0	4	-	25 0 0	-	1,125 0 0	-	-	-	-	406 15 6	406 15 6
5,825 0 0	3	-	34 10 0	-	5,859 10 0	-	-	3 15 0	-	467 18 2	471 13 2
647 10 0	3½	-	26 10 0	-	674 0 0	-	-	-	-	83 2 2	83 2 2
9,777 0 0	None	-	-	-	9,777 0 0	-	-	-	-	360 16 11	360 16 11
5,522 15 0	None	-	-	-	6,522 15 0	-	-	-	-	391 5 6	391 5 6
4,995 0 0	4	-	1,418 0 0	-	6,413 0 0	-	-	-	-	259 13 11	259 13 11
0,150 0 0	3	206 5 0	205 6 1	-	20,561 11 1	-	-	135 10 8	-	691 16 0	827 6 8
3,575 0 0	3	-	194 17 3	-	3,769 17 3	-	-	-	-	282 7 8	282 7 8
4,850 0 0	3½	-	-	-	4,850 0 0	-	-	-	-	-	-
1,367 2 6	None	-	-	-	11,367 2 6	-	-	-	-	12 6 10	12 6 10
850 0 0	2½	-	-	-	850 0 0	-	-	-	-	22 15 6	22 15 6
7,298 17 6	1½	-	61 11 6	-	7,360 9 0	-	81 15 3	-	-	609 18 8	691 13 11
5,243 11 0	None	-	-	-	25,243 11 0	-	-	-	-	340 5 8	340 5 8
1,537 0 0	1d.	-	-	-	1,537 0 0	-	-	-	-	199 16 0	199 16 0
1,310 0 0	None	-	-	-	1,310 0 0	-	-	-	-	153 14 3	153 14 3
2,278 16 11	2	-	-	-	2,278 16 11	-	-	-	-	222 11 8	222 11 8
3,175 0 0	5	-	8,202 15 0	-	14,377 15 0	-	-	-	49 19 0	54 1 8	54 1 8
4,696 0 9	2	239 0 0	157 0 9	-	25,092 1 6	-	-	-	-	668 4 8	668 4 8
14,925 0 0	None	9 0 0	27 9 6	-	14,961 9 6	-	-	-	-	591 19 5	591 19 5
20,050 0 0	2½	-	-	-	20,050 0 0	-	-	-	-	1,082 3 9	1,082 3 9
0,000 0 0	1	-	3 6 8	-	20,003 6 8	4 13 0	-	-	-	51 8 11	56 1 11
7,113 13 8	-	454 5 0	10,932 10 5	-	218,500 9 1	4 13 0	81 15 3	139 5 8	49 19 0	7,401 1 4	7,676 14 3
5,655 0 0	5	-	4,023 0 0	-	9,678 0 0	-	-	-	-	114 15 2	114 15 2
950 0 0	q 3	-	49 5 0	-	999 5 0	-	-	-	14 0 0	194 5 5	208 5 5
1,800 0 0	2½	-	-	-	1,800 0 0	-	-	-	-	116 12 11	116 12 11
4,695 0 0	3	29 16 2	142 7 0	-	4,867 3 2	-	163 4 2	-	-	223 4 11	386 9 1
5,115 5 9	2	-	102 4 2	-	5,217 9 11	-	-	-	-	587 8 0	587 8 0
534 0 0	3	-	28 14 3	-	562 14 3	-	-	-	-	582 6 4	582 6 4
90 0 0	3	-	-	-	90 0 0	-	-	-	-	2 4 0	2 4 0
2,300 0 0	2	-	-	-	2,300 0 0	-	-	-	-	773 9 1	773 9 1
2,900 0 0	3½	-	47 4 7	-	2,947 4 7	-	-	-	-	156 9 2	156 9 2
350 0 0	3	-	8 18 6	-	358 18 6	-	-	-	-	81 3 11	81 3 11
4,950 0 0	3	350 9 6	67 13 8	-	5,368 3 2	-	-	-	-	541 2 0	541 2 0
800 0 0	4	-	-	-	800 0 0	-	-	-	-	152 12 2	152 12 2
3,050 0 0	q 3	9 12 6	103 13 3	-	3,163 5 9	-	-	22 1 6	-	324 18 2	346 19 8
-	-	150 0 4	-	-	150 0 4	-	-	-	-	1,004 10 10	1,004 10 10
1,050 0 0	5	-	-	-	1,050 0 0	-	-	-	-	177 4 7	177 4 7
22,934 18 11	None	-	29 1 2	-	22,964 0 1	-	-	-	-	547 15 5	547 15 5
7,174 4 8	-	539 18 6	4,602 1 7	-	62,316 4 9	-	163 4 2	22 1 6	14 0 0	5,580 2 1	5,779 7 9

d For debts of 375*l*.e For debts of 1,000*l*.f For debts of 716*l* 10*s*.g For debts of 250*l*.h Including 650*l*. at 4½ per cent.i For debts of 9,300*l*.m Including 100*l*. at 4 per cent.

q Rate of interest reduced by Act of Parliament.

r For debts of 960*l*.s For debts of 750*l*.w For debts of 200*l*.z For debts of 50*l*.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	2.  Balance in Treasurers' Hands on 1st Jan. 1875.	3.  Balance due to the Treasurers on 1st Jan. 1875.	INCOME.						9.  Amount Mon borrowe the Sec of the T
			4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.		
COUNTY OF DURHAM.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
1. Bishopwearmouth and Norton -	48 3 6	- - -	1,158 6 8	- - -	- - -	- - -	- - -	- - -	
2. Catterick Bridge to Durham -	- - -	134 18 1	1,275 0 0	- - -	- - -	0 17 6	59 10 0	- - -	
3. Darlington or Angel Inn and Bar- ton Lane End -	516 15 4	- - -	580 0 0	- - -	- - -	- - -	- - -	- - -	
4. Derwent and Shotley Bridge -	232 6 4	- - -	429 12 11	86 0 0	- - -	0 5 0	- - -	- - -	
5. Eggleston Roads -	146 5 11	- - -	370 19 9	- - -	- - -	- - -	5 5 0	- - -	
£	943 11 1	134 18 1	3,813 19 4	86 0 0	- - -	1 2 6	64 15 0	- - -	
COUNTY OF ESSEX.									
Nil.									
COUNTY OF GLOUCESTER.									
1. Berkeley, Dursley, &c., Cainscross Division -	420 9 4	- - -	605 0 0	- - -	- - -	- - -	20 4 8	- - -	
2. Campden and Clifford -	17 7 0	- - -	512 12 3	- - -	- - -	- - -	- - -	- - -	
3. Cheltenham -	125 16 2	- - -	651 19 8	- - -	- - -	- - -	- - -	- - -	
4. Cheltenham and Gloucester -	298 6 6	- - -	198 16 8	- - -	- - -	- - -	- - -	- - -	
5. Cirencester -	85 8 3	- - -	2,703 11 4	- - -	- - -	0 14 6	- - -	- - -	
6. Cleve and Evesham -	14 7 8	- - -	177 8 10	- - -	- - -	- - -	- - -	- - -	
7. Coldharbour District -	43 10 3	- - -	382 15 7	- - -	- - -	- - -	0 10 5	- - -	
8. Evesham and Cheltenham -	26 16 3	- - -	516 11 8	- - -	- - -	- - -	- - -	- - -	
9. Forest of Dean -	366 0 3	- - -	2,722 11 1	- - -	- - -	- - -	- - -	- - -	
10. Haw Bridge -	226 4 2	- - -	166 8 10	- - -	- - -	- - -	- - -	- - -	
11. Huntley Roads -	100 3 1	- - -	851 19 4	- - -	- - -	- - -	- - -	- - -	
12. Kingswood -	152 16 3	- - -	217 6 8	- - -	- - -	- - -	- - -	- - -	
13. Lightpill and Birdlip -	16 0 3	- - -	283 6 8	- - -	- - -	- - -	- - -	- - -	
14. Minchinhampton, Tetbury, and Bisley -	60 4 2	- - -	308 6 8	46 10 0	- - -	- - -	- - -	- - -	
15. Nailsworth, Woodchester, and Dudbridge -	137 19 3	- - -	780 10 0	83 11 1	- - -	- - -	d 125 16 0	- - -	
16. Ditto, Nailsworth and Avening Branch <sup>f</sup> -	- - -	- - -	125 0 0	- - -	- - -	- - -	h 51 12 0	- - -	
17. Over and Maisemore (united) -	9 8 0	20 15 3	1,972 10 0	- - -	- - -	0 14 0	- - -	- - -	
18. Pucklechurch -	91 2 9	- - -	236 11 3	- - -	- - -	- - -	10 2 0	- - -	
19. Southgate -	4 18 1	- - -	825 0 0	20 0 0	- - -	- - -	- - -	- - -	
20. Stow and Moreton (united) -	547 0 1	- - -	2,436 5 3	- - -	- - -	- - -	241 18 6	- - -	
21. Stroud, Cainscross, and Minchin- hampton, Lower Division -	191 16 2	- - -	200 0 0	- - -	- - -	- - -	- - -	- - -	
22. Ditto, Upper Division -	60 9 6	- - -	91 3 6	- - -	- - -	- - -	- - -	- - -	
23. Stroud and Chalford -	- - -	91 2 9	485 10 0	237 0 0	- - -	- - -	j 65 0 0	- - -	
24. Stroud and Gloucester <sup>f</sup> -	187 2 10	- - -	314 15 5	- - -	- - -	- - -	k 56 3 7	- - -	
25. Stroud, Painswick, and Glouc- cester -	90 4 5	- - -	751 5 0	- - -	- - -	- - -	1 16 6	- - -	
26. Tewkesbury, Severn Bridge -	0 6 3	- - -	358 18 5	- - -	- - -	- - -	2 5 0	- - -	
£	3,273 15 11	111 18 0	18,876 4 1	387 1 1	- - -	1 8 6	575 8 8	- - -	

<sup>a</sup> Including materials, &c.

<sup>b</sup> Paid to parishes.

<sup>c</sup> Including sum paid to parishes.

<sup>d</sup> Including 51*l*. 12*s.* 0*d.* from Branch road.

<sup>i</sup> Including contract work.

<sup>j</sup> Subscribed for improvement.

<sup>k</sup> Including proceeds of sale of Trust property.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,158 6 8	177 11 4	122 8 6	23 11 0	- - -	- - -	16 10 7	10 0 0	20 0 0	80 0 0
1,335 7 6	177 18 1	132 13 10	- - -	- - -	- - -	17 13 4	- - -	30 0 0	90 0 0
580 0 0	98 18 6	27 14 9	77 10 8	- - -	- - -	14 9 6	- - -	20 0 0	20 0 0
515 17 11	184 7 4	51 5 10	39 2 2	4 0 0	- - -	- - -	- - -	10 0 0	25 0 0
376 4 9	95 18 3	83 10 0	120 2 2	- - -	- - -	10 18 8	- - -	26 5 0	20 0 0
9,965 16 10	684 13 6	417 12 11	260 6 0	4 0 0	- - -	59 12 1	10 0 0	106 5 0	235 0 0
625 4 8	269 7 0	102 6 0	553 2 1	- - -	- - -	5 11 11	- - -	20 0 0	- - -
512 12 3	a 135 0 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
651 19 8	149 3 8	171 6 5	201 3 4	- - -	- - -	1 11 9	- - -	30 0 0	30 0 0
198 16 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	21 0 0	- - -
2,704 5 10	b 1,475 4 2	- - -	- - -	- - -	- - -	- - -	- - -	50 0 0	31 10 0
177 8 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	- - -
383 6 0	127 16 11	73 17 4	14 9 11	- - -	- - -	5 18 8	- - -	20 0 0	50 0 0
516 11 8	90 18 7	72 15 7	100 2 6	- - -	- - -	6 17 10	- - -	6 6 0	24 0 0
2,722 11 1	602 0 9	410 2 9	446 12 5	- - -	- - -	41 4 1	- - -	40 0 0	146 4 7
166 8 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 15 0	- - -
851 19 4	223 2 10	130 12 0	157 16 6	- - -	- - -	16 1 4	- - -	40 0 0	40 0 0
217 6 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
283 6 8	c 200 9 5	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
354 16 8	185 10 1	31 8 8	7 12 11	- - -	17 10 0	- - -	- - -	- - -	27 2 0
989 17 1	e 342 0 8	140 15 5	172 2 1	- - -	- - -	- - -	- - -	20 0 0	25 0 0
176 12 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
1,973 4 0	743 1 0	395 6 4	781 8 7	- - -	- - -	28 3 4	hh 4 11 10	60 0 0	160 0 0
246 13 3	102 1 5	53 15 2	28 4 4	- - -	14 9 9	7 10 2	- - -	10 0 0	35 0 0
845 0 0	162 6 8	77 14 6	402 3 7	- - -	- - -	13 17 8	- - -	20 0 0	50 0 0
2,678 3 9	i 1,526 19 7	140 6 0	198 4 9	- - -	24 10 2	16 12 11	5 0 0	24 0 0	170 0 0
200 0 0	6 45 0 0	- - -	- - -	- - -	- - -	- - -	- - -	6 13 4	- - -
91 3 6	6 15 0 0	- - -	- - -	- - -	- - -	- - -	- - -	3 6 8	- - -
787 10 0	223 10 5	45 14 11	287 17 3	- - -	- - -	8 8 3	- - -	15 0 0	17 17 8
370 19 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
753 1 6	121 12 0	- - -	78 8 0	- - -	- - -	- - -	- - -	10 0 0	5 0 0
361 3 5	0 15 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	10 0 0
9,840 2 4	6,741 0 2	1,846 1 1	3,429 8 3	- - -	56 9 11	151 17 11	9 11 10	482 11 0	821 14 3

e Contract work.      f Local Act expired 1st November 1875.      h From sale of Trust property.      hh Banker's commission.



ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

(Continued from page 23.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF DURHAM.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	£ s.
1. Bishopwearmouth and Norton -	13 7 0	46 2 8	- - -	800 0 0	37 7 7	- - -	1,346 18
2. Catterick Bridge to Durham -	39 8 9	245 4 4	- - -	- - -	125 6 11	- - -	858 5
3. Darlington, or Angel Inn and Barton Lane End -	- - -	79 14 3	- - -	300 0 0	14 11 0	- - -	652 18
4. Derwent and Shotley Bridge -	- - -	205 2 1	35 17 9	- - -	4 15 0	- - -	509 10
5. Eggleston Roads -	- - -	26 5 10	- - -	c 20 0 0	6 3 1	- - -	409 3
£	52 15 9	602 9 2	35 17 9	1,120 0 0	188 3 7	- - -	3,776 15
COUNTY OF ESSEX.							
Nil.							
COUNTY OF GLOUCESTER.							
1. Berkeley, Dursley, &c., Cainscross Division -	- - -	- - -	10 0 0	- - -	2 12 0	- - -	962 19
2. Campden and Clifford -	- - -	2 14 2	- - -	200 0 0	7 19 9	- - -	355 13
3. Cheltenham -	16 7 1	0 1 1	- - -	- - -	18 12 0	- - -	618 5
4. Cheltenham and Gloucester -	0 2 0	- - -	- - -	d 200 0 0	38 18 9	- - -	260 0
5. Cirencester -	0 1 0	163 18 1	145 12 10	- - -	25 4 11	- - -	2,571 11
6. Cleve and Evesham -	44 11 11	22 13 3	- - -	e 120 0 0	1 1 2	- - -	198 16
7. Coldharbour District -	0 1 0	15 0 6	- - -	f 50 0 0	10 1 9	- - -	367 6
8. Evesham and Cheltenham -	3 2 0	10 5 1	- - -	g 150 0 0	25 6 10	- - -	489 14
9. Forest of Dean -	- - -	106 0 0	- - -	- - -	112 11 6	- - -	2,704 16
10. Haw Bridge -	- - -	91 10 1	- - -	- - -	8 4 4	- - -	115 9
11. Huntley Roads -	0 18 0	45 0 0	- - -	j 260 0 0	27 3 5	- - -	940 14
12. Kingswood -	3 7 10	11 3 5	- - -	k 150 0 0	17 1 3	- - -	191 12
13. Lightpill and Birdlip -	0 1 0	- - -	- - -	- - -	28 2 8	- - -	248 13
14. Minchinhampton, Tetbury, and Bisley -	27 11 7	29 15 0	- - -	- - -	5 14 6	- - -	332 4
15. Nailsworth, Woodchester, and Dudbridge -	5 5 0	- - -	- - -	l 280 0 0	31 9 8	- - -	1,016 12
16. Ditto, Nailsworth and Avening Branch -	- - -	- - -	- - -	m 125 0 0	n 51 12 0	- - -	176 12
17. Over and Maisemore (united) -	- - -	- - -	- - -	- - -	40 18 2	- - -	2,213 9
18. Pucklechurch -	0 1 0	- - -	- - -	- - -	10 1 4	- - -	261 3
19. Southgate -	- - -	29 0 0	- - -	- - -	18 17 6	- - -	773 19
20. Stow and Moreton (united) -	- - -	- - -	635 10 6	- - -	131 13 0	- - -	2,872 16
21. Stroud, Cainscross, and Minchin- hampton, Lower Division -	0 1 0	5 6 10	- - -	o 130 0 0	3 2 4	- - -	190 3
22. Ditto, Upper Division -	0 1 0	- - -	- - -	44 0 0	3 5 2	- - -	65 12
23. Stroud and Chalford -	- - -	- - -	65 0 0	- - -	8 14 6	- - -	672 3
24. Stroud and Gloucester -	31 11 4	18 11 7	5 0 0	p 492 18 11	- - -	- - -	558 1
25. Stroud, Painswick, and Glou- cester -	12 10 6	25 11 5	- - -	431 1 7	18 15 4	- - -	702 18
26. Tewkesbury, Severn Bridge -	6 10 6	319 0 0	- - -	- - -	14 18 7	- - -	361 4
£	152 3 9	895 10 6	861 3 4	4,113 0 6	662 2 5	- - -	20,222 14

a Interest abolished by Act of Parliament. b Including 6,276*l.* 10*s.* at one penny per cent. c For debts of 25*l.* d For debts of  
i Including 20,982*l.* 10*s.* not bearing interest. j For debts of 325*l.* k For debts of 200*l.*

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1875.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1875.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
000 0 0	5	116 13 4	75 12 6	140 8 6	1,332 14 4	—	—	—	—	—	—
870 0 0	a None	—	—	—	6,870 0 0	—	—	—	—	342 4 2	342 4 2
775 4 0	3	—	—	—	8,775 4 0	—	—	—	—	443 16 8	443 16 8
521 0 0	2 <sup>3</sup> / <sub>4</sub>	—	—	—	7,521 0 0	—	—	—	—	238 14 1	238 14 1
500 0 0	5	—	—	—	500 0 0	—	—	—	—	113 7 8	113 7 8
666 4 0	—	116 13 4	75 12 6	140 8 6	24,998 18 4	—	—	—	—	1,138 2 7	1,138 2 7
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	82 15 0	82 15 0
—	—	—	—	—	—	—	—	—	—	174 5 4	174 5 4
880 18 6	None	100 0 0	—	—	100 0 0	—	—	—	—	159 9 6	159 9 6
684 0 0	4	—	—	—	3,684 0 0	—	—	—	—	237 2 5	237 2 5
299 7 4	1	—	24 19 8	6 19 10	2,331 6 10	—	—	—	—	218 3 1	218 3 1
482 11 0	3	—	3 9 0	—	486 0 0	—	—	—	—	—	—
500 0 0	1	—	—	—	500 0 0	—	—	—	—	59 10 2	59 10 2
8,245 0 0	4	—	6,429 12 2	—	24,674 12 2	—	—	—	—	53 13 6	53 13 6
4,032 10 0	3	—	54 7 11	—	24,086 17 11	—	—	—	—	383 15 3	383 15 3
196 7 3	3	—	—	—	1,196 7 3	—	—	—	—	277 3 7	277 3 7
532 0 0	2	—	—	—	532 0 0	—	—	—	—	11 8 4	11 8 4
—	—	15 0 0	—	—	15 0 0	21 13 4	—	—	—	178 10 5	178 10 5
513 10 0	2	—	—	—	1,513 10 0	—	—	—	—	50 13 10	50 13 10
866 1 0	None	—	—	—	1,866 1 0	—	—	—	—	82 16 1	82 16 1
—	—	—	—	—	—	—	—	—	—	111 3 6	111 3 6
—	—	—	—	251 12 6	251 12 6	—	—	—	—	—	—
650 0 0	4 <sup>1</sup> / <sub>2</sub>	27 14 0	—	—	677 14 0	—	—	—	—	76 12 10	76 12 10
—	—	—	—	—	—	—	—	—	—	75 18 2	75 18 2
345 7 0	1	50 0 0	3 8 10	—	398 15 10	—	—	—	—	352 6 11	352 6 11
267 0 0	None	17 0 0	—	—	284 0 0	27 4 1	—	—	—	201 12 8	201 12 8
190 6 0	1	50 0 0	39 6 3	—	279 12 3	37 11 8	105 0 0	—	—	86 0 2	113 4 3
—	—	—	—	—	—	—	—	—	—	24 4 3	166 15 11
443 8 2	3	50 0 0	8 0 6	—	501 8 8	—	—	—	—	—	—
6,000 0 0	2	—	45 0 0	—	16,045 0 0	—	—	—	—	140 7 1	140 7 1
—	—	—	—	—	—	—	—	—	—	0 5 7	0 5 7
9,128 6 3	—	309 14 0	6,608 4 4	258 12 4	86,304 16 11	86 9 1	105 0 0	—	—	3,037 17 8	3,229 6 9

For debts of 173*l.* 3*s.* 10*d.* f For debts of 50*l.* 1*s.* 6*d.* g For debts of 300*l.* h Including 10,645*l.* not bearing interest.  
For debts of 749*l.* 14*s.* m For debts of 355*l.* 13*s.* 3*d.* n Paid to Main Road. o For debts of 155*l.* 0*s.* 9*d.* p For debts of 674*l.*

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					9.  Amount of Money borrowed the Secu- of the T
	Balance in Treasurers' Hands on 1st Jan. 1875.	Balance due to the Treasurers on 1st Jan. 1875.	4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.			
COUNTY OF HANTS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.		
1. Aldermaston and Basingstoke -	53 11 2	- - -	85 13 9	- - -	- - -	- - -	- - -	- - -		
2. Andover and East Ilsley -	100 18 3	- - -	513 13 4	- - -	- - -	- - -	4 19 0	- - -		
3. Andover and Winchester, Andover District -	48 19 1	- - -	110 15 10	- - -	- - -	- - -	2 0 0	- - -		
4. Bishop's Waltham and Fisher's Pond -	192 18 0	- - -	148 0 0	46 10 8	- - -	- - -	- - -	- - -		
5. Botley -	118 5 7	- - -	160 0 0	119 12 7	- - -	- - -	- - -	- - -		
6. Cranborne Chase and New Forest -	111 8 6	- - -	277 0 0	- - -	- - -	- - -	- - -	- - -		
7. Gosport, Bishop's Waltham, Wick- ham, and Chawton -	- - -	49 7 9	1,225 0 0	- - -	- - -	- - -	4 7 0	- - -		
8. Isle of Wight Highways <i>c</i> -	2,791 8 3	- - -	2,438 0 0	<i>d</i> 3,204 19 3	- - -	1 12 6	133 19 4	- - -		
9. Popham Lane to Winchester -	257 4 11	- - -	462 12 11	- - -	- - -	- - -	- - -	- - -		
10. Romsey and Ringwood -	57 19 3	- - -	184 16 2	- - -	- - -	- - -	3 12 0	- - -		
11. Romsey, Stockbridge, and Wallop -	128 14 3	- - -	366 1 0	- - -	- - -	0 10 0	0 10 0	- - -		
12. Romsey and Winchester -	8 19 0	- - -	351 14 6	- - -	- - -	- - -	7 17 6	- - -		
13. Southampton, North District, and Winchester and Waltham (united) <i>g</i> -	136 0 4	- - -	476 13 4	- - -	- - -	- - -	<i>h</i> 183 5 0	- - -		
14. Southampton, South District -	124 4 6	- - -	402 9 4	- - -	- - -	- - -	4 0 0	- - -		
15. Stockbridge and Basingstoke -	169 15 6	- - -	228 0 0	- - -	- - -	- - -	5 0 0	- - -		
16. Titchfield and Cosham -	29 11 6	- - -	715 9 1	- - -	- - -	- - -	- - -	- - -		
17. Whitechurch and Aldermaston -	217 11 11	- - -	96 6 5	- - -	- - -	- - -	- - -	- - -		
18. Whiteparish, Romsey, and South- ampton -	38 12 9	- - -	421 0 0	- - -	- - -	- - -	11 17 6	- - -		
19. Winchester Road -	250 6 9	- - -	453 18 4	- - -	- - -	- - -	- - -	- - -		
20. Winchester to Newtown River -	50 18 1	- - -	291 0 2	- - -	- - -	- - -	4 7 0	- - -		
£	4,887 7 7	49 7 9	9,408 4 2	3,371 2 6	- - -	2 2 6	365 14 4	- - -		
COUNTY OF HEREFORD.										
1. Bromyard <i>g</i> -	342 18 1	- - -	955 0 0	- - -	- - -	- - -	<i>l</i> 1,038 1 10	- - -		
2. Kington -	531 19 3	- - -	1,221 12 0	- - -	- - -	- - -	76 12 0	- - -		
3. Leominster and Ledbury -	- - -	- - -	213 6 0	- - -	- - -	- - -	17 0 0	- - -		
4. Presteigne -	177 4 4	- - -	665 0 0	382 7 0	- - -	- - -	53 0 1	- - -		
5. Whitechurch and Llangarron -	24 15 2	- - -	100 1 4	- - -	- - -	- - -	4 0 0	- - -		
6. Whitney and Bredwardine -	203 11 8	- - -	280 10 0	- - -	- - -	- - -	20 0 0	- - -		
7. Wyeseide -	123 7 9	- - -	157 13 4	120 17 10	- - -	- - -	23 0 0	- - -		
£	1,403 16 3	- - -	3,593 2 8	503 4 10	- - -	- - -	1,231 13 11	- - -		
COUNTY OF HERTFORD.										
1. Dunstable -	192 8 11	- - -	204 7 7	- - -	- - -	- - -	- - -	- - -		
2. Reading and Hatfield -	465 19 9	- - -	1,731 5 0	- - -	- - -	- - -	30 7 4	- - -		
3. Watton <i>g</i> -	83 16 0	- - -	204 16 6	- - -	- - -	- - -	141 0 0	- - -		
4. Welwyn -	213 12 7	- - -	620 0 0	146 5 9	- - -	- - -	- - -	- - -		
£	955 17 3	- - -	2,760 9 1	146 5 9	- - -	- - -	71 7 4	- - -		
COUNTY OF HUNTINGDON.										
1. Bury and Stratton -	62 8 2	- - -	848 17 0	- - -	- - -	- - -	- - -	- - -		
2. Kimbolton -	218 18 1	- - -	537 10 0	235 10 0	- - -	- - -	- - -	- - -		
3. Somersham <i>g</i> -	395 14 3	- - -	615 0 0	- - -	- - -	- - -	<i>h</i> 166 19 1	- - -		
£	677 0 6	- - -	2,001 7 0	235 10 0	- - -	- - -	166 19 1	- - -		

*a* Including materials. *b* Contract work. *c* For the year ending October 1875.  
*g* Local Act expired 1st November 1875. *h* From sale of Trust property.  
*l* For 1½ year. *l* Including proceeds of sale of Trust property.



EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
85 13 9	a 52 9 6	- - -	- - -	- - -	- - -	1 3 0	5 0 0	10 0 0	- - -
518 12 4	b 146 10 0	- - -	- - -	- - -	- - -	14 9 1	- - -	45 0 0	25 0 0
112 15 10	27 3 2	4 15 6	3 17 9	- - -	- - -	4 0 1	- - -	10 10 0	15 0 0
194 10 8	15 18 0	7 19 6	21 6 9	- - -	- - -	1 6 5	- - -	20 0 0	- - -
279 12 7	13 16 4	51 13 10	25 13 8	- - -	- - -	34 11 2	- - -	15 0 0	10 0 0
277 0 0	b 142 0 0	- - -	- - -	- - -	- - -	4 10 6	- - -	20 0 0	- - -
229 7 0	273 4 8	80 7 10	74 16 2	- - -	27 0 0	33 4 7	- - -	40 5 0	72 10 0
778 11 1	e 3,430 8 3	- - -	- - -	- - -	- - -	57 12 8	- - -	120 0 0	300 0 0
462 12 11	73 19 6	16 0 0	57 1 3	- - -	- - -	5 3 9	- - -	30 0 0	30 0 0
188 8 2	96 3 3	28 8 3	3 15 0	- - -	- - -	2 16 0	- - -	f 30 0 0	f 36 0 0
367 1 0	b 165 0 0	- - -	- - -	- - -	- - -	- - -	- - -	26 5 0	16 0 0
359 12 0	76 12 6	56 17 0	24 1 4	- - -	- - -	16 14 4	- - -	30 0 0	30 0 0
359 18 4	i 263 4 0	56 5 0	144 7 0	- - -	- - -	8 6 2	- - -	18 0 0	35 10 0
406 9 4	128 0 3	89 17 4	- - -	- - -	18 6 0	14 13 4	- - -	25 0 0	40 0 0
233 0 0	j 52 7 0	- - -	- - -	- - -	- - -	0 6 1	- - -	10 0 0	20 0 0
115 9 1	61 1 2	46 7 0	44 8 2	- - -	- - -	6 10 9	- - -	20 0 0	30 0 0
96 6 5	- - -	- - -	- - -	- - -	- - -	- - -	2 2 0	7 0 0	- - -
432 17 6	e 175 9 6	31 2 6	5 5 0	- - -	- - -	45 15 2	- - -	25 0 0	25 0 0
453 18 4	22 10 3	68 12 6	- - -	- - -	- - -	36 14 10	- - -	25 0 0	25 0 0
295 7 2	108 16 2	11 15 0	19 4 2	- - -	- - -	5 0 6	- - -	k 15 0 0	k 17 10 0
147 3 6	5,324 13 6	550 1 3	423 16 3	- - -	45 6 0	292 18 5	7 2 0	542 0 0	727 10 0
993 1 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
298 4 0	138 0 0	176 3 11	365 19 5	- - -	3 0 0	8 1 2	- - -	30 9 3	87 0 9
230 6 0	20 12 9	- - -	- - -	- - -	- - -	- - -	- - -	9 12 0	20 0 0
100 7 1	459 0 7	175 18 8	204 1 1	- - -	23 5 8	- - -	10 0 0	26 19 4	60 0 0
104 1 4	40 0 0	18 4 6	- - -	- - -	- - -	- - -	- - -	17 5 0	20 10 6
300 10 0	122 11 7	27 7 6	- - -	- - -	2 10 0	4 12 11	- - -	10 0 0	20 0 0
301 11 2	43 1 2	118 16 0	- - -	- - -	7 4 1	5 4 5	- - -	10 0 0	15 0 0
228 1 5	823 6 1	516 10 7	570 0 6	- - -	35 19 9	17 18 6	10 0 0	124 5 7	222 11 3
204 7 7	- - -	- - -	- - -	- - -	- - -	0 19 0	10 0 0	6 0 0	- - -
761 12 4	580 3 9	277 17 4	171 12 0	- - -	38 5 3	126 3 3	25 0 0	70 0 0	224 17 0
245 16 6	149 17 2	5 0 0	50 8 4	- - -	4 0 0	20 19 11	- - -	25 15 7	47 3 0
766 5 9	158 18 8	94 7 4	47 3 0	- - -	- - -	24 17 11	- - -	30 0 0	45 0 0
778 2 2	888 19 7	377 4 8	269 3 4	- - -	42 5 3	173 0 1	35 0 0	131 15 7	317 0 0
348 17 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25 0 0	- - -
773 0 0	138 3 2	68 11 10	173 14 3	- - -	- - -	14 13 2	10 0 0	7 10 0	30 0 0
781 19 1	m 317 1 8	240 17 11	256 15 2	- - -	- - -	51 17 1	6 6 0	35 0 0	60 0 0
403 16 1	455 4 10	309 9 9	430 9 5	- - -	- - -	66 10 3	16 6 0	67 10 0	90 0 0

(Continued on page 28.)

d Highway rates. e Including contract work. f For 1½ year.  
i Including 110*l.* 7*s.* paid to the parishes on the Trust ceasing. j Including payment to parishes.  
m Including 190*l.* 19*s.* 4*d.* paid to the parishes on the Trust ceasing.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

(Continued from page 27.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF HANTS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Aldermaston and Basingstoke - - -	- - -	- - -	- - -	- - -	2 1 3	- - -	70 13
2. Andover and East Ilsley - - -	- - -	38 5 0	- - -	b 266 8 4	16 15 7	- - -	552 8
3. Andover and Winchester, Andover District - - -	6 16 6	21 8 0	- - -	- - -	12 19 2	- - -	106 10
4. Bishop's Waltham and Fisher's Pond - - -	2 14 0	33 8 9	- - -	d 195 0 0	5 12 4	- - -	303 5
5. Botley - - -	- - -	5 18 10	- - -	100 0 0	16 14 4	- - -	273 8
6. Cranborne Chase and New Forest -	28 2 2	- - -	- - -	- - -	21 1 6	- - -	215 14
7. Gosport, Bishop's Waltham, Wick- ham, and Chawton - - -	22 18 9	164 8 6	- - -	f 195 10 0	50 0 4	- - -	1,034 5
8. Isle of Wight Highways - - -	302 12 10	- - -	1,658 2 1	- - -	172 10 2	- - -	6,041 6
9. Popham Lane to Winchester - - -	- - -	- - -	- - -	- - -	11 19 4	- - -	224 3
10. Romsey and Ringwood - - -	- - -	22 10 3	- - -	g 80 0 0	8 11 5	- - -	258 4
11. Romsey, Stockbridge, and Wallop -	0 10 0	20 12 8	- - -	h 90 0 0	16 9 4	- - -	334 17
12. Romsey and Winchester - - -	- - -	8 0 0	- - -	100 0 0	17 12 10	- - -	359 18
13. Southampton, North District, and Winchester and Waltham (united) -	64 6 5	- - -	- - -	- - -	i 206 0 1	- - -	795 18
14. Southampton, South District - - -	- - -	- - -	- - -	- - -	20 18 9	- - -	336 15
15. Stockbridge and Basingstoke - - -	0 5 0	10 5 3	- - -	k 134 17 0	8 1 5	- - -	236 1
16. Titchfield and Cosham - - -	4 5 3	111 14 3	- - -	f 180 0 0	41 12 6	- - -	545 19
17. Whitechurch and Aldermaston - -	18 9 6	- - -	- - -	- - -	3 0 0	- - -	30 11
18. Whiteparish, Romsey, and South- ampton - - -	- - -	56 13 8	- - -	l 70 0 0	37 5 1	- - -	471 10
19. Winchester Road - - -	15 19 2	33 0 0	- - -	f 199 18 0	34 3 3	- - -	460 18
20. Winchester to Newtown River - -	32 4 10	56 4 10	- - -	- - -	36 16 3	- - -	302 11
£	499 4 5	582 10 0	1,658 2 1	1,561 13 4	740 4 11	- - -	12,955 2
COUNTY OF HEREFORD.							
1. Bromyard - - -	61 8 6	- - -	- - -	2,223 7 7	31 3 10	- - -	2,335 19
2. Kington - - -	3 15 3	59 6 10	- - -	o 260 15 0	42 3 1	- - -	1,174 14
3. Leominster and Ledbury - - -	- - -	- - -	- - -	173 3 3	6 18 0	- - -	230 6
4. Presteigne - - -	5 14 0	29 16 8	- - -	250 0 0	16 11 6	- - -	1,261 7
5. Whitechurch and Llangarron - - -	- - -	8 11 2	- - -	- - -	16 5 6	- - -	120 16
6. Whitney and Bredwardine - - -	- - -	45 12 4	- - -	- - -	29 7 6	- - -	262 1
7. Wyeseide - - -	12 12 0	117 15 7	- - -	- - -	20 17 0	- - -	350 10
£	83 9 9	261 2 7	- - -	2,907 5 10	163 6 5	- - -	5,735 16
COUNTY OF HERTFORD.							
1. Dunstable - - -	- - -	- - -	- - -	187 7 4	1 7 0	- - -	205 19
2. Reading and Hatfield - - -	16 17 6	62 8 4	6 0 0	- - -	16 1 6	- - -	1,615 5
3. Watton - - -	5 14 0	15 17 4	- - -	- - -	4 17 2	- - -	329 12
4. Welwyn - - -	13 4 6	13 4 3	- - -	450 0 0	12 7 6	- - -	889 3
£	35 16 0	91 9 11	6 0 0	637 7 4	34 13 2	- - -	3,039 14
COUNTY OF HUNTINGDON.							
1. Bury and Stratton - - -	- - -	2 1 4	- - -	- - -	0 16 2	- - -	27 17
2. Kimbolton - - -	12 4 7	68 9 0	- - -	q 185 0 0	22 1 0	- - -	730 7
3. Somersham - - -	6 14 6	- - -	39 15 1	- - -	r 163 5 11	- - -	1,177 13
£	18 19 1	70 10 4	39 15 1	185 0 0	186 3 1	- - -	1,935 17

a Interest abolished by Act of Parliament. b For debts of 275*l*. c Rate of interest reduced by Act of Parliament.  
g For debts of 50*l*. h For debts of 150*l*. i Including 159*l*. compensation to officers.  
l For debts of 100*l*. m Including 226*l*. not bearing interest.  
p The Local Act having expired, the remaining debt, 400*l*. is omitted.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1875.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1875.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,200 0 0	a None	-	-	-	1,200 0 0	-	-	-	-	68 11 2	68 11 2
1,075 0 0	3	-	-	-	1,075 0 0	-	-	2 11 0	47 18 3	67 2 7	117 11 10
480 0 0	c 1½	-	-	-	480 0 0	-	-	-	-	55 4 9	55 4 9
1,850 0 0	1	-	37 10 0	-	1,887 10 0	-	-	-	-	84 2 11	84 2 11
650 0 0	1½	-	-	-	650 0 0	-	-	-	-	124 10 0	124 10 0
2,150 0 0	a None	-	11 0 8	-	2,161 0 8	-	-	-	-	172 14 4	172 14 4
4,700 0 0	3½	-	92 11 10	-	4,792 11 10	123 15 0	-	-	-	145 13 5	269 8 5
-	-	-	-	-	-	-	-	-	-	2,528 13 4	2,528 13 4
700 0 0	3	5 0 0	-	11 16 9	5 0 0	-	-	-	15 6 8	495 14 0	511 0 8
400 0 0	3¼	8 0 0	15 0 0	-	711 16 9	-	-	-	-	-	-
100 0 0	4	-	-	-	423 0 0	-	-	-	-	160 18 3	160 18 3
-	-	-	-	-	100 0 0	-	-	-	-	8 13 0	8 13 0
i -	-	-	-	-	-	-	-	-	-	-	-
200 0 0	2	-	-	-	200 0 0	-	-	-	-	193 18 2	193 18 2
5,500 0 0	2½	-	333 12 0	-	5,833 12 0	95 3 4	-	-	-	166 13 9	166 13 9
1,056 0 0	a None	-	-	-	1,056 0 0	25 15 0	-	-	-	199 1 6	294 4 10
1,050 0 0	4	24 19 0	-	0 0 8	1,074 19 8	-	-	-	-	283 6 10	309 1 10
3,426 0 0	2	-	556 0 0	-	3,982 0 0	-	-	-	90 13 4	-	-
1,875 0 0	c 1½	-	-	-	1,875 0 0	-	-	-	-	243 7 1	334 0 5
-	-	-	-	-	-	-	-	-	-	43 13 6	43 13 6
5,912 0 0	-	37 19 0	1,045 14 6	11 17 5	27,007 10 11	244 13 4	-	2 11 0	153 18 3	5,041 18 7	5,443 1 2
n -	-	-	-	-	-	-	-	-	-	-	-
1,000 0 0	3	102 19 9	-	-	1,102 19 9	-	-	-	-	655 8 7	655 8 7
416 11 11	None	-	-	-	416 11 11	-	-	-	-	-	-
500 0 0	4	-	-	-	500 0 0	-	-	-	-	16 3 11	16 3 11
780 0 0	a None	-	-	-	780 0 0	-	-	-	-	7 19 10	7 19 10
1,302 18 5	c 2	107 0 5	41 19 5	-	1,451 18 3	-	-	-	-	241 19 10	241 19 10
2,946 0 0	c 2	24 3 6	49 1 8	-	3,019 5 2	-	26 1 3	-	-	74 8 8	100 9 11
6,945 10 4	-	234 3 8	91 1 1	-	7,270 15 1	-	26 1 3	-	-	996 0 10	1,022 2 1
2,397 5 0	1d.	-	-	-	2,397 5 0	-	-	-	-	191 3 2	191 3 2
1,400 0 0	4½	-	-	-	1,400 0 0	-	-	-	-	612 6 2	612 6 2
p -	-	-	-	-	-	-	-	-	-	-	-
200 0 0	2½	-	-	-	200 0 0	-	-	-	-	90 15 2	90 15 2
3,997 5 0	-	-	-	-	3,997 5 0	-	-	-	-	894 4 6	894 4 6
4,410 0 0	None	-	-	-	4,410 0 0	-	-	-	-	883 7 8	883 7 8
1,964 19 5	3	-	-	-	1,964 19 5	-	-	-	-	261 11 1	261 11 1
6,374 19 5	-	-	-	-	6,374 19 5	-	-	-	-	1,144 18 9	1,144 18 9

d For debts of 650l.

e Including 400l. at 2 per cent.

f For debts of 200l.

j The Local Act having expired, the remaining debt, 150l., is omitted.

k For debts of 300l.

n The Local Act having expired, the remaining debt, 1,276l. 12s. 5d., is omitted.

o For debts of 269l. 10s.

q For debts of 350l.

r Including 150l. compensation to officers.



1.  NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.						9.  Amount Money borrowed the Sec- of the			
	Balance in Treasurers' Hands on 1st Jan. 1875.		Balance due to the Treasurers on 1st Jan. 1875.		4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.					
	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.					
COUNTY OF KENT.														
1. Ashford and Ham Street -	117	0	2	-	462	6	1	-	0	10	0	5	0	0
2. Bethersden -	31	14	0	-	662	3	9	69	16	2	-	7	18	0
3. Biddenden to Boundgate -	266	17	8	-	349	10	0	92	15	7	-	-	-	-
4. Brandbridges -	186	14	5	-	755	0	0	-	-	-	-	44	10	0
5. Canterbury and Barham -	44	2	6	-	700	0	0	-	-	-	-	1	0	0
Canterbury and Ramsgate :-														
6. Second District -	389	0	3	-	181	5	0	-	-	-	-	-	-	-
7. Canterbury and Sandwich -	326	15	11	-	590	10	0	-	-	-	-	8	15	0
8. Dover and Sandgate -	200	2	11	-	827	5	4	-	-	-	-	28	10	0
9. Dover to Sandwich, through Wal- dershare -	65	2	5	-	415	11	10	-	-	-	-	-	-	-
10. Folkestone and Barham -	85	10	7	-	224	6	2	164	2	8	0	10	9	-
11. Goudhurst -	170	8	1	-	245	0	0	100	0	0	-	5	16	7
12. Gravesend and Wrotham -	313	9	3	-	273	13	6	113	15	8	-	12	1	0
13. Herne Bay -	17	17	2	-	282	2	5	-	-	-	-	-	-	-
14. Kipping's Cross and Flimwell -	125	16	1	-	430	14	0	-	-	-	-	-	-	-
15. Maidstone and Biddenden -	638	18	5	-	899	6	1	216	16	11	-	-	-	-
16. Malling and Strood -	375	11	9	-	435	13	5	-	-	-	-	-	-	-
17. Sandwich, Margate, and Ramsgate -	167	3	9	-	782	15	0	-	-	-	-	-	-	-
18. Stockershead to Bagham's Cross b-	46	6	2	-	49	11	8	15	2	3	-	c 236	10	0
19. Tenterden -	218	6	2	-	938	0	0	241	2	4	-	12	5	0
20. Tonbridge and Ightham -	383	5	1	-	209	15	1	23	10	0	-	7	12	0
21. Wadhurst and West Farleigh d	362	16	3	-	226	13	0	2	5	0	-	e 190	15	0
22. Woodchurch -	147	7	10	-	176	0	0	-	-	-	-	-	-	-
£	4,680	6	10	-	10,117	2	4	1,039	6	7	-	1	0	9
COUNTY OF LANCASTER.														
1. Barton Bridge and Stretford -	33	4	0	-	236	13	4	-	-	-	-	1	1	10
2. Blackburn and Preston -	799	3	10	-	1,125	0	0	166	6	6	-	10	1	5
3. Blackburn to Walton Cop -	660	2	6	-	844	0	0	76	17	6	-	8	0	0
4. Bolton and Blackburn -	832	6	5	-	1,863	6	8	-	-	-	1	2	6	5
5. Bolton and Nightingales -	927	3	2	-	1,075	0	0	-	-	-	3	18	3	8
6. Bolton and St. Helen's -	138	0	5	-	1,705	0	0	-	-	-	-	0	5	3
7. Bolton and Westhoughton -	339	9	11	-	494	1	6	-	-	-	0	13	9	6
8. Burnley to Edenfield Chapel l	823	0	10	-	883	6	8	-	-	-	-	c 1,194	5	11
9. Bury to Blackburn, Whalley, &c. b	146	16	8	-	5,252	13	2	-	-	-	3	18	0	c 2,639
10. Clitheroe to Blackburn and Mellor Brook -	615	11	3	-	1,226	0	0	-	-	-	-	13	3	9
11. Dryclough, Shaw, and Rochdale -	520	16	5	-	1,550	0	0	-	-	-	3	0	6	15
12. Edenfield Chapel to Little Bolton -	356	16	4	-	p -	-	-	-	-	-	-	18	8	7
13. Elton and Blackburn -	400	17	3	-	725	0	0	-	-	-	-	11	4	4
14. Garstang and Heiring-syke -	306	12	5	-	543	13	4	-	-	-	-	2	15	4
15. Haslingden and Todmorden -	2,162	18	6	-	4,893	0	0	-	-	-	-	150	14	11
16. Ince, Hindley, and Westhoughton -	157	6	3	-	614	3	4	-	-	-	-	-	-	-
17. Manchester and Ashton-under- Lyne New Road -	58	1	7	-	712	10	0	-	-	-	-	14	12	8
18. Manchester and Bury New Road -	1,200	1	9	-	2,521	9	6	-	-	-	-	112	18	3
19. Manchester, Oldham, and Auster- lands -	648	5	9	-	2,671	10	6	-	-	-	3	10	0	96
20. Manchester and Saltersbrook -	605	3	4	-	3,944	0	0	-	-	-	2	0	0	41
21. Moses Gate District -	1,300	18	9	-	2,254	3	4	-	-	-	7	8	9	26
22. Ditto, Ringley District -	458	15	4	-	579	3	4	-	-	-	0	5	0	11
23. Oldham and Ripponden -	262	19	3	-	798	0	0	-	-	-	-	5	9	5
24. Preston and Garstang g	964	3	3	-	134	15	0	-	-	-	-	e 163	19	0
25. Prestwich, Bury, and Radcliffe -	1,963	12	11	-	1,418	15	0	16	5	0	126	17	6	55
26. Ridghill and Lanes, and Holehouse -	-	-	-	276	5	8	591	5	7	640	8	1	-	6
27. Rochdale and Burnley -	2,071	5	4	-	2,864	4	10	-	-	-	-	99	12	8
28. Rochdale and Edenfield -	115	12	6	-	s -	-	-	-	-	-	-	-	-	-
29. Rochdale and Manchester -	172	10	0	-	2,650	0	0	-	-	-	-	47	18	0

a For two years.

b Local Act expired 1st November 1875.

c Including proceeds of sale of Trust property.

g Including banker's commission.

h Including contract work.

i Allowance to townships.

j Banker's commission.

n To accountant.

o Including 2,000*l.* paid to the parishes on the Trust ceasing.

p No tolls have been taken since 1874.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of		
INCOME.	Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
167 16 1	81 14 5	109 12 1	77 2 0	- - -	14 1 3	22 2 8	10 10 0	5 5 0	20 0 0
39 17 11	105 1 4	178 2 2	154 18 7	- - -	32 7 9	5 18 2	5 0 0	10 0 0	30 0 0
42 5 7	107 14 5	95 18 10	67 19 1	- - -	- - -	20 18 2	20 0 0	10 10 0	7 0 0
99 10 0	227 9 1	150 6 8	49 4 10	- - -	- - -	10 18 0	6 0 0	10 0 0	- - -
01 0 0	142 2 3	86 13 8	64 19 0	- - -	- - -	3 4 5	- - -	20 0 0	45 0 0
81 5 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
99 5 0	154 4 5	144 9 2	115 7 9	- - -	- - -	180 9 6	- - -	25 0 0	40 0 0
55 15 4	329 11 6	40 15 10	59 0 0	- - -	- - -	9 16 5	10 0 0	30 0 0	30 0 0
15 11 10	119 14 3	24 15 0	148 17 6	- - -	- - -	4 3 8	- - -	10 0 0	25 0 0
88 19 7	78 9 0	84 19 6	34 10 0	- - -	- - -	6 4 2	- - -	16 14 3	16 14 3
50 16 7	91 2 7	185 10 1	71 7 5	- - -	- - -	13 2 11	5 0 0	10 0 0	- - -
99 10 2	35 4 11	3 1 1	53 14 6	- - -	- - -	5 4 4	- - -	20 0 0	20 0 0
82 2 5	64 17 0	1 15 0	55 0 0	- - -	- - -	4 15 6	- - -	25 0 0	30 0 0
30 14 0	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0	- - -
16 3 0	135 17 6	169 2 6	76 9 6	- - -	- - -	19 13 6	- - -	10 0 0	25 0 0
35 13 5	93 18 8	33 7 6	200 15 4	- - -	- - -	2 13 0	- - -	31 10 0	30 0 0
82 15 0	139 3 2	103 11 2	260 2 6	- - -	0 10 0	8 11 11	a 30 0 0	a 30 0 0	30 0 0
01 3 11	23 19 9	3 3 0	2 12 0	- - -	- - -	5 15 6	3 0 0	10 10 0	10 0 0
91 7 4	152 9 8	304 2 0	113 0 5	- - -	8 0 0	34 15 3	- - -	25 0 0	40 0 0
40 17 1	49 5 6	44 17 2	15 4 0	- - -	- - -	8 15 6	- - -	- - -	20 0 0
19 13 0	f 144 15 4	- - -	- - -	- - -	- - -	2 8 11	10 0 0	13 2 6	16 9 0
76 0 0	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0	5 0 0
718 2 3	2,276 14 9	1,764 2 5	1,620 4 5	- - -	54 19 0	369 11 6	109 10 0	347 11 9	440 3 3
237 15 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
01 7 11	142 16 6	6 4 3	172 7 7	- - -	2 8 9	10 9 7	g 21 17 9	12 1 10	25 0 0
28 17 6	h 319 7 0	37 3 11	163 9 8	- - -	- - -	3 17 8	g 30 15 5	28 11 5	9 10 6
70 2 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	60 0 0	30 0 0
07 14 2	i 1,500 0 0	- - -	- - -	- - -	- - -	- - -	j 1 19 0	30 0 0	- - -
05 5 3	764 19 8	158 14 4	486 11 1	- - -	- - -	83 1 5	j 2 3 0	20 0 0	106 13 4
01 7 7	k 166 0 0	- - -	- - -	- - -	- - -	- - -	j 0 7 0	20 0 0	- - -
77 12 7	m 1,158 16 3	166 4 8	436 5 6	- - -	1 10 0	31 19 3	n 3 15 0	10 10 0	40 0 0
96 0 11	o 3,239 3 4	709 15 4	2,221 17 10	- - -	25 15 0	61 6 8	- - -	100 0 0	200 0 0
39 3 9	162 17 6	115 18 8	96 6 0	- - -	4 5 3	- - -	- - -	30 0 0	40 0 0
68 4 8	- - -	- - -	- - -	- - -	- - -	11 17 3	j 2 1 7	30 0 0	10 0 0
18 8 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	45 0 0	- - -
76 4 4	- - -	- - -	- - -	- - -	- - -	- - -	5 11 10	15 0 0	20 0 0
46 8 8	- - -	- - -	- - -	- - -	- - -	- - -	g 12 1 3	10 10 0	5 5 0
43 14 11	1,160 7 0	358 6 8	1,337 18 11	- - -	12 0 0	37 5 7	g 28 18 6	5 5 0	120 0 0
14 3 4	k 150 0 0	- - -	- - -	- - -	- - -	7 0 11	10 0 0	10 10 0	- - -
72 2 8	214 7 8	39 4 6	145 14 9	- - -	- - -	5 8 7	j 1 1 5	20 0 0	10 0 0
34 7 9	1,230 4 4	97 13 8	709 3 3	- - -	- - -	70 17 1	j 2 9 8	52 10 0	45 0 0
77 4 5	1,078 14 8	221 11 0	1,388 1 11	- - -	- - -	119 10 0	j 4 2 3	80 0 0	200 0 0
87 11 7	1,790 9 2	285 10 1	1,346 0 6	- - -	2 0 2	224 13 5	40 0 0	a 120 0 0	180 0 0
28 9 3	704 14 4	414 17 11	1,024 19 10	- - -	3 10 7	77 1 8	j 3 10 3	21 0 0	35 0 0
50 15 10	198 8 11	60 13 0	- - -	- - -	- - -	27 1 8	j 0 15 10	5 0 0	15 0 0
80 9 5	6 10 6	- - -	8 14 0	- - -	- - -	24 14 6	6 10 0	25 0 0	20 0 0
29 14 0	r 152 18 3	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	5 0 0
61 7 4	514 17 11	109 16 1	645 11 6	- - -	- - -	70 17 11	g 12 16 9	26 5 0	100 0 0
28 3 8	248 12 7	108 2 10	281 0 0	- - -	11 10 6	30 18 5	10 0 0	- - -	33 14 6
96 17 6	1,069 8 3	551 17 2	1,128 18 9	- - -	2 0 0	50 19 5	g 26 11 5	20 0 0	125 0 0
69 18 0	829 19 4	357 14 0	903 1 6	- - -	- - -	265 8 5	j 5 8 5	70 0 0	145 0 0

(Continued on page 32.)

Trust abolished on the 26th June 1875. e From sale of Trust property. f Including 73l. 6s. 6d. paid to the parishes on the Trust ceasing.  
 Paid to parishes. l Local Act expired 1st May 1875. m Including 790l. 12s. 7d. paid to the parishes on the Trust ceasing.  
 q Local Act expired 1st February 1875. r Paid to townships. s No return for the year 1875 can be obtained.

(Continued from page 31.)

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF KENT.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Ashford and Ham Street - - -	- - -	32 1 0	- - -	a 160 0 0	22 1 5	- - -	554 9
2. Bethersden - - -	9 6 11	55 6 0	- - -	b 60 0 0	20 14 10	- - -	666 15
3. Biddenden to Boundgate - - -	2 12 0	40 10 6	- - -	a 138 0 0	27 16 11	- - -	538 19
4. Brandbridges - - -	15 13 4	154 6 2	- - -	- - -	16 12 5	- - -	640 10
5. Canterbury and Barham - - -	9 4 10	74 14 0	- - -	b 99 10 0	4 6 6	- - -	549 14
Canterbury and Ramsgate:—							
6. Second District - - -	24 7 0	12 15 1	- - -	a 197 0 0	7 10 9	- - -	256 12
7. Canterbury and Sandwich - - -	16 7 10	2 18 7	- - -	200 0 0	14 12 0	- - -	893 9
8. Dover and Sandgate - - -	0 10 0	58 8 2	- - -	a 198 0 0	75 9 0	- - -	841 10
9. Dover to Sandwich, through Wal-							
dershare - - -	20 1 6	16 6 4	- - -	b 95 0 0	11 3 2	- - -	475 1
10. Folkestone and Barham - - -	25 1 4	28 14 11	- - -	d 100 0 0	6 1 6	- - -	397 8
11. Goudhurst - - -	1 4 0	58 10 0	- - -	- - -	16 15 11	- - -	452 12
12. Gravesend and Wrotham - - -	61 3 9	0 9 0	- - -	e 296 0 0	24 19 7	- - -	519 17
13. Herne Bay - - -	9 8 0	31 4 9	- - -	- - -	20 16 8	- - -	242 16
14. Kipping's Cross and Flimwell - - -	13 2 10	- - -	- - -	g 300 0 0	13 2 6	- - -	341 5
15. Maidstone and Biddenden - - -	8 2 0	126 9 9	- - -	h 449 15 0	12 16 4	- - -	1,033 6
16. Malling and Strood - - -	0 10 0	22 12 11	- - -	i 311 0 0	11 10 9	- - -	737 18
17. Sandwich, Margate, and Ramsgate	j 46 5 1	39 13 0	- - -	- - -	8 11 4	- - -	696 8
18. Stockershead to Bagham's Cross - - -	40 18 0	- - -	- - -	228 10 10	19 1 0	- - -	347 10
19. Tenterden - - -	- - -	81 9 6	- - -	l 198 0 0	20 8 8	- - -	977 5
20. Tonbridge and Ightham - - -	39 15 11	- - -	- - -	m 54 0 0	7 16 6	- - -	239 14
21. Wadhurst and West Farleigh - - -	44 2 3	9 6 9	- - -	450 0 0	n 92 4 6	- - -	782 9
22. Woodchurch - - -	- - -	- - -	- - -	i 151 3 4	4 2 9	- - -	175 6
£	387 16 7	845 16 5	- - -	3,685 19 2	458 15 0	- - -	12,361 4
COUNTY OF LANCASTER.							
1. Barton Bridge and Stretford - - -	15 0 0	27 9 1	- - -	200 0 0	- - -	- - -	242 9
2. Blackburn and Preston - - -	- - -	223 14 8	- - -	o 761 10 0	1 10 0	- - -	1,380 0
3. Blackburn to Walton Cop - - -	37 16 11	160 12 8	- - -	p 200 0 0	24 1 11	- - -	1,015 7
4. Bolton and Blackburn - - -	- - -	171 16 6	- - -	q 2,235 0 0	10 0 0	- - -	2,506 10
5. Bolton and Nightingales - - -	0 13 4	- - -	- - -	- - -	30 4 6	- - -	1,562 16
6. Bolton and St. Helen's - - -	63 2 10	- - -	- - -	- - -	11 15 0	- - -	1,697 0
7. Bolton and Westhoughton - - -	57 12 9	- - -	- - -	- - -	13 13 0	- - -	257 12
8. Burnley to Edenfield Chapel - - -	88 1 3	20 10 4	- - -	660 0 0	r 283 1 2	- - -	2,900 18
9. Bury to Blackburn, Whalley, &c. - - -	74 3 4	34 0 10	200 0 0	500 0 0	s 676 15 3	- - -	8,042 17
10. Clitheroe to Blackburn and Mellor							
Brook - - -	33 0 5	92 2 5	- - -	t 597 0 0	9 18 4	- - -	1,181 8
11. Dryclough, Shaw, and Rochdale - - -	32 11 8	273 18 9	- - -	u 1,250 0 0	47 7 6	- - -	1,657 18
12. Edenfield Chapel to Little Bolton - - -	30 9 8	3 11 10	- - -	- - -	11 16 4	- - -	90 17
13. Elton and Blackburn - - -	20 0 10	62 8 7	- - -	v 200 0 0	29 17 3	- - -	352 18
14. Garstang and Heiring-syke - - -	0 13 6	56 19 0	- - -	w 706 9 2	10 1 3	- - -	801 19
15. Haslingden and Todmorden - - -	27 9 0	342 4 9	- - -	x 1,170 0 0	98 9 11	- - -	4,698 8
16. Ince, Hindley, and Westhoughton - - -	22 8 8	31 14 8	- - -	400 0 0	5 15 6	- - -	637 8
17. Manchester and Ashton-under-							
Lyne New Road - - -	4 15 0	18 4 0	- - -	l 200 0 0	52 16 5	- - -	711 11
18. Manchester and Bury New Road - - -	59 7 6	- - -	- - -	- - -	45 11 6	- - -	2,312 17
19. Manchester, Oldham, and Auster-	27 4 1	- - -	- - -	- - -	130 10 3	- - -	3,249 18
lands - - -							
20. Manchester and Saltersbrook - - -	118 2 8	- - -	- - -	- - -	18 12 7	- - -	4,125 8
21. Moses Gate District - - -	42 19 8	- - -	324 15 1	- - -	29 17 7	- - -	2,682 8
22. Ditto, Ringley District - - -	17 5 2	192 13 6	- - -	- - -	13 10 0	- - -	580 8
23. Oldham and Ripponden - - -	29 0 0	165 6 2	- - -	y 405 1 0	27 1 11	- - -	717 18
24. Preston and Garstang - - -	42 9 2	7 1 4	- - -	923 19 4	z 121 9 2	- - -	1,262 17
25. Prestwich, Bury, and Radcliffe - - -	0 13 4	25 0 0	- - -	500 0 0	49 10 11	- - -	2,055 8
26. Ridgill and Lanes, and Holehouse - - -	38 17 9	16 0 0	- - -	200 0 0	24 9 10	- - -	1,033 4
27. Rochdale and Burnley - - -	224 16 11	401 9 5	- - -	1,400 0 0	101 10 7	- - -	5,102 1
28. Rochdale and Edenfield - - -	- - -	- - -	- - -	- - -	- - -	- - -	aa
29. Rochdale and Manchester - - -	17 1 4	12 10 1	- - -	51 10 0	105 7 4	- - -	2,763 1

a For debts of 200l.

b For debts of 100l.

c Rate of interest reduced by Act of Parliament.

d For debts of 196l.

e For debts of 375l.

f For two years.

n Including 69l. 10s. compensation to officers.

o For debts of 850l.

p For debts of 725l.

t For debts of 1,200l.

u For debts of 1,530l. 15s. 10d.

v For debts of 875l. 15s. 2d.

z Including 90l. compensation to officers.

aa No return for the year 1875 can be obtained.



DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1875.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1875.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
700 0 0	4	-	-	-	700 0 0	-	-	-	-	30 6 5	30 6 5
758 17 11	3	-	26 7 6	-	1,785 5 5	-	-	-	-	104 16 2	104 16 2
952 10 0	3	-	-	-	952 10 0	-	-	-	-	170 3 4	170 3 4
371 9 6	c 2	-	84 12 10	-	4,456 2 4	-	-	-	-	345 13 11	345 13 11
100 0 0	4½	15 14 10	20 1 8	-	1,135 16 6	-	-	-	-	195 7 10	195 7 10
800 0 0	2	-	44 0 0	-	844 0 0	-	-	-	-	313 12 5	313 12 5
-	-	167 15 1	-	-	167 15 1	-	-	-	-	32 11 8	32 11 8
000 0 0	3	-	-	-	1,000 0 0	-	-	-	-	214 7 4	214 7 4
550 0 0	3	-	19 10 0	-	569 10 0	-	-	-	-	5 12 10	5 12 10
815 17 6	1½	4 10 0	-	-	1,820 7 6	-	-	-	-	77 1 3	77 1 3
950 0 0	3	56 14 4	-	-	2,006 14 4	-	-	3 15 0	-	68 11 9	72 6 9
000 0 0	f None	-	f 19 16 8	-	1,919 16 8	-	-	-	-	193 2 3	193 2 3
050 0 0	3	-	-	-	1,050 0 0	-	-	-	-	57 2 8	57 2 8
371 10 0	None	2 14 5	-	-	1,874 4 5	-	-	-	-	215 4 9	215 4 9
281 10 0	2	-	-	-	6,281 10 0	-	-	-	-	721 15 4	721 15 4
375 0 0	2	-	85 0 0	-	960 0 0	-	-	-	-	73 7 0	73 7 0
000 0 0	4	-	48 0 0	-	1,048 0 0	-	-	-	-	253 10 7	253 10 7
k -	-	-	-	-	-	-	-	-	-	-	-
325 0 0	2	-	-	-	3,825 0 0	-	-	-	-	432 8 0	432 8 0
437 10 0	None	-	-	-	2,437 10 0	-	38 10 0	-	-	384 7 7	422 17 7
114 14 11	None	-	-	-	1,114 14 11	-	-	-	-	148 1 9	148 1 9
353 19 10	-	247 8 8	347 8 8	-	35,948 17 2	-	38 10 0	3 15 0	-	4,037 4 10	4,079 9 10
800 0 0	3	15 0 0	-	-	815 0 0	-	-	-	-	28 10 1	28 10 1
162 11 6	3	-	74 7 11	-	9,236 19 5	-	-	-	-	720 10 10	720 10 10
581 10 0	c 1	20 0 0	184 15 10	-	5,786 5 10	-	-	-	-	573 12 11	573 12 11
100 0 0	3½	64 7 7	-	-	2,164 7 7	-	-	-	-	195 12 2	195 12 2
-	-	-	-	-	-	-	-	-	-	452 0 6	452 0 6
270 0 0	None	-	-	-	1,270 0 0	-	-	-	-	146 5 5	146 5 5
-	-	-	-	-	-	-	-	-	-	583 4 9	583 4 9
550 0 0	1	-	31 7 3	-	8,581 7 3	-	-	-	-	673 6 5	673 6 5
711 10 3	2	79 8 6	96 16 1	-	11,887 9 10	-	-	-	-	431 4 4	431 4 4
43 19 7	3½	-	-	-	43 19 7	-	-	-	260 14 7	284 7 1	545 1 8
522 15 8	1½	-	118 16 5	-	14,641 12 1	-	-	-	-	784 3 1	784 3 1
103 8 1	1	20 1 2	16 0 2	-	5,139 9 5	35 13 4	-	-	-	51 1 11	86 15 3
475 9 0	3½	-	334 14 9	-	5,810 3 9	-	-	-	-	2,508 8 1	2,508 8 1
400 0 0	4	-	-	-	400 0 0	-	-	-	-	133 19 10	133 19 10
791 16 9	½	-	43 13 3	-	3,835 10 0	-	-	-	-	73 11 11	73 11 11
-	-	-	-	-	-	-	-	-	-	1,521 12 6	1,521 12 6
-	-	95 16 8	-	-	95 16 8	-	-	-	-	169 16 0	169 16 0
-	-	-	-	-	-	-	-	-	-	467 6 4	467 6 4
850 0 0	5	-	-	-	3,850 0 0	-	-	-	-	907 1 1	907 1 1
171 10 0	2½	87 13 3	147 9 5	-	6,406 12 8	-	-	-	-	519 3 1	519 3 1
500 0 0	4	-	-	-	500 0 0	-	-	-	-	348 10 7	348 10 7
524 9 5	4	319 16 7	279 3 1	41 8 5	1,164 17 6	643 5 1	-	-	-	1,525 7 10	1,525 7 10
400 0 0	c 3	-	-	67 9 1	1,467 9 1	-	-	-	-	-	643 5 1
810 0 0	3	-	-	-	1,810 0 0	-	-	-	-	115 12 6	115 12 6
183 10 0	3	-	37 7 3	-	1,220 17 3	-	-	-	-	107 7 7	107 7 7

e For debts of 900*l*. f Rate of interest reduced and arrears extinguished by Act of Parliament.

g For debts of 451*l*. 12*s*.

k The Local Act having expired, the remaining debt, 196*l*. 9*s*. 2*d*., is omitted.

l For debts of 400*l*.

m For debts of 175*l*.

q For debts of 2,240*l*.

r Including 267*l*. 10*s*. compensation to officers.

s Including 500*l*. compensation to officers.

w For debts of 2,240*l*. 7*s*. 4*d*.

x For debts of 1,171*l*.

y For debts of 591*l*.

## ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	2.  Balance in Treasurers' Hands on 1st Jan. 1875.	3.  Balance due to the Treasurers on 1st Jan. 1875.	INCOME.						9.  Amount of Money borrowed the Security of the Trust.
			4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.		
COUNTY OF LANCASTER— <i>cont.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£	
30. Standedge and Oldham - -	134 13 7	- - -	585 19 4	- - -	- - -	0 1 3	20 14 1	- -	
31. Ditto, Dobcross Road - -	31 16 9	- - -	49 13 4	- - -	- - -	- - -	- - -	- -	
32. Ditto, Delph Road - -	43 3 4	- - -	49 13 4	- - -	- - -	- - -	- - -	- -	
33. Sudden Bridge to Bury <i>a</i> -	555 3 11	- - -	568 8 0	- - -	- - -	- - -	6 69 3 5	- -	
34. Ulverstone, Milnthorpe, and Lancaster - -	410 14 8	- - -	459 10 0	- - -	- - -	- - -	7 4 0	- -	
35. Warrington to Lower Irlam -	214 18 3	- - -	130 0 0	- - -	- - -	- - -	5 17 0	- -	
36. Warrington and Wigan - -	829 3 8	- - -	762 16 8	- - -	- - -	- - -	122 16 9	- -	
37. Wigan and Preston, North of Yarrow - -	265 10 10	- - -	905 0 0	- - -	- - -	- - -	6 10 8	- -	
£	21,527 0 11	276 5 8	47,681 15 9	899 17 1	- - -	152 15 6	5,000 9 6	- -	
COUNTY OF LEICESTER.									
1. Hinckley and Lutterworth - -	140 0 5	- - -	365 0 0	- - -	- - -	- - -	- - -	- -	
2. Hinckley and Melbourne - -	265 15 3	- - -	522 16 8	- - -	- - -	- - -	5 19 6	- -	
3. Leicester and Peterborough, Leicester District - -	1,155 16 0	- - -	1,143 10 0	- - -	- - -	- - -	- - -	- -	
4. Leicester and Welford - -	363 12 1	- - -	623 15 0	- - -	- - -	- - -	5 0 0	- -	
5. Loughborough to Ashby-de-la-Zouch, &c., and Loughborough to Cavendish Bridge (united) -	207 16 9	- - -	1,429 0 0	- - -	- - -	1 1 0	1 10 0	- -	
6. Market Harborough and Loughborough - -	- - -	361 3 0	2,254 6 10	- - -	- - -	1 14 9	116 14 5	- -	
7. Melton Mowbray and Grantham <i>f</i>	454 18 1	- - -	500 0 0	- - -	- - -	- - -	6 70 3 6	- -	
8. Moira and Gresley - -	141 4 5	- - -	886 12 5	- - -	- - -	- - -	- - -	- -	
9. Tamworth to Harrington Bridge -	647 3 6	- - -	840 0 0	- - -	- - -	- - -	- - -	- -	
£	3,376 6 6	361 3 0	8,565 0 11	- - -	- - -	2 15 9	199 7 5	- -	
COUNTY OF LINCOLN.									
1. Dexthorpe - -	59 14 1	- - -	410 5 0	- - -	70 0 0	- - -	9 105 1 6	- -	
2. Grantham and Nottingham, Eastern Division - -	339 9 8	- - -	418 10 10	- - -	- - -	0 10 0	- - -	- -	
3. Saxilby Road <i>f</i> - -	181 0 10	- - -	120 0 0	- - -	- - -	- - -	6 17 10 1	- -	
Lincoln Heath and Market Deeping:—									
4. Bourn District - -	332 4 8	- - -	1,015 3 4	- - -	- - -	- - -	19 12 0	- -	
5. Sleaford District <i>a</i> - -	20 16 0	- - -	803 6 8	466 8 0	- - -	- - -	6 91 0 3	- -	
6. Louth - -	121 13 8	- - -	788 0 4	- - -	170 0 0	0 7 6	- - -	- -	
7. Scartho - -	163 11 4	- - -	199 11 8	- - -	- - -	- - -	- - -	- -	
8. Sleaford and Tattershall <i>a</i> -	286 11 6	- - -	756 14 0	319 1 8	- - -	- - -	6 92 3 0	- -	
9. Spalding and Deeping - -	124 15 0	- - -	370 6 8	200 0 0	- - -	- - -	10 8 9	- -	
10. Spilsby - -	513 13 6	- - -	1,126 3 4	204 12 0	- - -	- - -	0 2 3	- -	
11. Ditto, Burton's Corner District -	17 1 8	- - -	177 0 0	- - -	- - -	- - -	- - -	- -	
12. Swineshead and Fosdyke - -	6 0 4	- - -	110 5 6	- - -	- - -	- - -	3 15 0	- -	
£	2,166 12 3	- - -	6,295 7 4	1,190 1 8	240 0 0	0 17 6	339 12 10	- -	
COUNTY OF MIDDLESEX.									
Nil.									

*a* The Local Act was repealed on 1st November 1875.*b* Including proceeds of sale of Trust property.*c* Including Banker's commission.*g* Including 105*l.* from sale of toll-house.*h* Including materials, &c.*i* Including 108*l.* 2*s.* paid to the parishes on the Trust cess.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
606 14 8	181 14 10	98 5 4	57 12 6	- - -	- - -	14 19 10	8 0 0	20 0 0	60 0 0
49 13 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
49 13 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
637 11 5	90 0 9	2 8 0	19 12 8	- - -	- - -	60 11 5	- - -	25 0 0	30 0 0
466 14 0	190 0 0	30 0 0	30 0 0	- - -	- - -	- - -	5 0 0	5 0 0	20 0 0
135 17 0	- - -	- - -	- - -	- - -	- - -	- - -	7 10 0	10 0 0	- - -
885 13 5	- - -	- - -	- - -	- - -	- - -	4 10 0	10 19 1	10 0 0	- - -
911 10 8	- - -	- - -	- - -	- - -	- - -	- - -	c 5 19 3	20 0 0	- - -
17,734 17 10	17,265 8 4	3,980 1 5	12,603 7 9	- - -	65 0 3	1,294 10 8	275 4 8	962 3 3	1,630 3 4
365 0 0	67 13 7	55 8 6	15 3 5	- - -	- - -	- - -	- - -	25 0 0	30 0 0
528 16 2	250 13 2	56 15 6	243 0 7	- - -	- - -	71 14 1	10 0 0	25 0 0	45 0 0
143 10 0	172 9 6	111 12 3	196 0 2	- - -	- - -	- - -	2 10 0	37 10 0	48 15 0
628 15 0	99 8 5	2 1 0	163 10 7	- - -	- - -	- - -	- - -	37 10 0	48 15 0
4,431 11 0	d 488 19 5	52 7 8	568 0 0	- - -	- - -	22 2 8	10 0 0	30 0 0	100 0 0
2,372 16 0	664 0 6	257 12 3	878 5 3	- - -	- - -	102 14 1	e 17 11 0	62 10 0	81 5 0
570 3 6	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
886 12 5	196 5 4	57 3 10	289 11 7	- - -	- - -	71 15 0	- - -	30 0 0	52 10 0
840 0 0	241 13 0	120 18 0	670 8 3	- - -	- - -	54 10 9	- - -	25 0 0	60 0 0
7,767 4 1	2,181 2 11	713 19 0	3,023 19 10	- - -	- - -	322 16 7	40 1 0	292 10 0	466 5 0
585 6 6	h 214 13 0	- - -	- - -	- - -	- - -	1 6 3	10 10 0	15 0 0	15 0 0
419 0 10	97 10 0	18 4 2	111 15 9	- - -	- - -	21 19 9	- - -	21 0 0	25 10 0
137 10 1	- - -	- - -	- - -	- - -	- - -	- - -	7 10 0	7 10 0	- - -
3,034 15 4	493 0 5	176 2 5	275 14 5	- - -	30 2 4	22 6 11	- - -	30 0 0	72 16 0
360 14 11	i 459 12 8	92 8 2	390 5 6	- - -	9 14 7	22 13 0	- - -	30 0 0	j 138 15 0
958 7 10	h 564 15 1	- - -	- - -	- - -	- - -	38 6 6	10 10 0	16 0 0	20 0 0
199 11 8	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	10 0 0
1,167 18 8	k 434 4 10	73 10 8	315 16 1	- - -	8 1 6	100 9 10	- - -	25 0 0	j 64 10 0
580 15 5	86 10 8	22 14 0	197 2 9	- - -	- - -	5 4 5	- - -	20 0 0	- - -
3,330 17 7	d 571 5 9	43 15 10	234 4 8	- - -	- - -	34 18 10	- - -	15 0 0	45 0 0
177 0 0	44 14 2	7 8 0	119 1 6	- - -	- - -	0 3 0	- - -	5 0 0	15 0 0
114 0 6	- - -	- - -	- - -	- - -	- - -	3 17 4	- - -	42 11 0	7 10 0
3,065 19 4	2,966 6 7	434 3 3	1,644 0 8	- - -	47 18 5	251 5 10	33 10 0	232 1 0	414 1 0

d Including contract work.

j For 1½ year.

e Banker's commission.

f Local Act expired 1st November 1875.

k Including 241l. 17s. 2d. paid to the parishes on the Trust ceasing.



NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF LANCASTER—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
30. Standedge and Oldham - -	36 10 0	- - -	- - -	- - -	40 4 9	- - -	517 7
31. Ditto, Dobeross Road - -	- - -	- - -	- - -	45 0 0	- - -	- - -	45 0
32. Ditto, Delph Road - -	- - -	- - -	- - -	50 0 0	- - -	- - -	50 0
33. Sudden Bridge to Bury - -	19 6 8	22 17 11	- - -	a 793 17 1	b 129 0 10	- - -	1,192 15
34. Ulverstone, Milnthorpe, and Lan- caster - -	- - -	- - -	- - -	12 10 0	17 6 2	- - -	309 16
35. Warrington to Lower Irlam - -	12 19 1	34 16 0	- - -	- - -	1 13 0	- - -	66 18
36. Warrington and Wigan - -	26 2 1	- - -	- - -	c 309 2 0	- - -	- - -	360 13
37. Wigan and Preston, North of Yarrow - -	0 13 4	745 11 7	- - -	- - -	3 10 4	- - -	775 14
£	1,221 7 11	3,142 14 1	524 15 1	13,770 18 7	2,176 10 1	- - -	58,862 5
COUNTY OF LEICESTER.							
1. Hinckley and Lutterworth - -	7 6 0	18 11 8	- - -	- - -	36 15 10	- - -	255 19
2. Hinckley and Melbourne - -	- - -	1 5 10	- - -	- - -	21 14 11	- - -	725 4
3. Leicester and Peterborough, Lei- cester District - -	9 17 0	- - -	- - -	- - -	d 89 1 3	- - -	667 15
4. Leicester and Welford - -	5 19 6	27 15 10	- - -	252 19 0	28 17 2	- - -	666 16
5. Loughborough to Ashby-de-la- Zouch, &c., and Loughborough to Cavendish Bridge (united) - -	4 11 0	53 2 3	- - -	e 308 0 0	91 18 9	- - -	1,729 1
6. Market Harborough and Lough- borough - -	21 7 6	- - -	37 14 7	- - -	103 0 5	- - -	2,226 0
7. Melton Mowbray and Grantham - -	10 15 0	- - -	- - -	f 975 14 4	18 12 3	- - -	1,025 1
8. Moira and Gresley - -	0 18 4	35 11 0	- - -	- - -	41 6 11	- - -	775 2
9. Tamworth to Harrington Bridge - -	8 8 0	4 5 0	124 4 11	50 0 0	9 19 8	- - -	1,369 7
£	69 2 4	140 11 7	161 19 6	1,586 18 4	441 7 2	- - -	9,440 8
COUNTY OF LINCOLN.							
1. Dexthorpe - -	- - -	9 3 5	4 6 6	200 0 0	6 3 10	70 0 0	546 3
2. Grantham and Nottingham, Eastern Division - -	7 7 0	18 8 4	- - -	- - -	28 0 6	- - -	349 15
Lincoln :- 3. Saxilby Road - -	6 5 0	- - -	- - -	290 0 0	7 5 11	- - -	318 10
Lincoln Heath and Market Deeping :- 4. Bourn District - -	- - -	0 2 0	- - -	- - -	18 10 6	- - -	1,118 15
5. Sleaford District - -	56 0 7	- - -	- - -	- - -	i 182 1 5	- - -	1,381 10
6. Louth - -	4 18 0	56 6 10	- - -	- - -	12 18 7	170 0 0	893 13
7. Scartho - -	33 7 0	19 1 7	- - -	j 150 0 0	4 13 6	- - -	227 2
8. Sleaford and Tattershall - -	51 0 7	8 11 2	- - -	200 0 0	1173 5 6	- - -	1,454 10
9. Spalding and Deeping - -	- - -	197 12 8	- - -	- - -	17 6 7	- - -	546 11
10. Spilsby - -	8 8 0	177 9 4	- - -	- - -	0 10 0	- - -	1,130 12
11. Ditto, Burton's Corner District - -	- - -	- - -	- - -	- - -	4 0 0	- - -	195 6
12. Swineshead and Fosdyke - -	- - -	- - -	- - -	- - -	0 10 0	- - -	54 8
£	167 6 2	486 15 4	4 6 6	840 0 0	455 6 4	240 0 0	8,217 1
COUNTY OF MIDDLESEX.							
Nil.							

a For debts of 802l. 12s. 4d.

b Including 116l. 9s. 2d. compensation to officers.

c For debts of 424l. 2s.

g The Local Act having expired, the remaining debt, 741l. 5s., is omitted.

h Reduced 100l. ; unclaimed for 20 years.

i Including 120l. compensation to officers.

m The Local Act having expired, the remaining debt, 75l., is omitted.

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1875.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1875.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
- - -	- - -	47 6 10	- - -	- - -	47 6 10	68 0 0	- - -	- - -	- - -	224 1 0	292 1 0
567 0 0	3	- - -	- - -	- - -	567 0 0	- - -	- - -	- - -	- - -	36 10 1	36 10 1
1,710 1 0	3	916 7 9	- - -	- - -	2,626 8 9	- - -	- - -	- - -	- - -	42 16 8	42 16 8
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
6,584 10 0	None	- - -	- - -	- - -	6,584 10 0	- - -	- - -	- - -	- - -	567 12 6	567 12 6
5,889 0 0	1	- - -	233 2 8	- - -	6,122 2 8	- - -	- - -	- - -	- - -	283 17 2	283 17 2
4,446 18 0	1d.	- - -	297 10 8	- - -	4,744 8 8	- - -	- - -	- - -	- - -	1,354 3 11	1,354 3 11
4,597 17 2	3	- - -	3 14 1	- - -	24,601 11 3	- - -	- - -	- - -	- - -	401 7 0	401 7 0
7,747 16 5	- - -	1,665 13 4	1,898 18 10	108 17 6	131,421 6 1	746 18 5	- - -	- - -	260 14 7	16,232 5 2	17,239 18 2
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
528 10 0	4	- - -	98 13 10	- - -	627 3 10	- - -	- - -	- - -	- - -	249 1 5	249 1 5
220 0 0	3½	- - -	47 12 0	- - -	267 12 0	45 13 6	- - -	- - -	- - -	69 7 4	115 0 10
4,333 6 8	1	- - -	- - -	- - -	4,333 6 8	- - -	- - -	- - -	- - -	1,631 10 10	1,631 10 10
400 0 0	3½	- - -	- - -	- - -	400 0 0	- - -	- - -	- - -	- - -	325 10 7	325 10 7
856 13 4	3½	- - -	- - -	89 14 0	946 7 4	- - -	- - -	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	214 7 7	214 7 7	- - -	- - -	- - -	- - -	- - -	- - -
1,105 0 0	4½	- - -	88 17 2	- - -	1,193 17 2	- - -	- - -	- - -	- - -	252 14 10	252 14 10
245 0 0	3¾	- - -	52 6 10	- - -	297 6 10	- - -	- - -	- - -	- - -	117 15 11	117 15 11
7,688 10 0	- - -	- - -	287 9 10	304 1 7	8,280 1 5	45 13 6	- - -	- - -	- - -	2,646 0 11	2,691 14 5
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	98 17 7	98 17 7
614 0 0	3	- - -	- - -	- - -	614 0 0	- - -	- - -	- - -	- - -	408 15 0	408 15 0
g - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
h 525 0 0	3	- - -	48 2 11	- - -	573 2 11	- - -	- - -	- - -	- - -	248 5 0	248 5 0
1,899 10 4	3	- - -	- - -	- - -	1,899 10 4	- - -	- - -	- - -	- - -	186 6 6	186 6 6
1,139 2 10	h None	- - -	- - -	- - -	1,139 2 10	- - -	- - -	- - -	- - -	136 0 11	136 0 11
m - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
4,385 0 0	4½	- - -	- - -	- - -	4,385 0 0	- - -	- - -	- - -	- - -	158 19 4	158 19 4
4,000 0 0	4	- - -	157 13 10	- - -	4,157 13 10	- - -	- - -	- - -	- - -	713 18 8	713 18 8
3,695 0 0	None	- - -	- - -	1 5 0	1 5 0	- - -	- - -	- - -	- - -	- - -	- - -
- - -	- - -	- - -	92 7 6	- - -	3,787 7 6	- - -	- - -	- - -	- - -	65 12 6	65 12 6
16,257 13 2	- - -	- - -	298 4 9	1 5 0	16,557 2 5	- - -	- - -	- - -	- - -	2,016 15 6	2,016 15 6

d Including 49l. 6s. 8d. paid to the Uppingham District.

e For debts of 310l.

f For debts of 1,000l.

g Including 170l. compensation to officers.

j For debts of 153l. 13s. 6d.

k Interest abolished by Act of Parliament.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	2.  Balance in Treasurers Hands on 1st Jan. 1875.	3.  Balance due to the Treasurers on 1st Jan. 1875.	INCOME.						9.  Amount Money borrowed the Secur of the To
			4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.		
COUNTY OF MONMOUTH.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
1. Abercarne - - - -	523 13 0	- - -	617 10 0	506 10 0	- - -	- - -	- - -	- - -	
2. Abergavenny - - - -	420 0 7	- - -	2,905 0 0	- - -	- - -	- - -	7 7 9	- - -	
3. Bigsweat - - - -	4 7 4	- - -	548 1 8	- - -	- - -	- - -	- - -	- - -	
4. Monmouth - - - -	814 0 11	- - -	1,633 0 4	436 7 0	- - -	- - -	- - -	- - -	
5. Newport - - - -	346 0 10	- - -	2,300 0 0	24 0 0	- - -	- - -	100 7 6	- - -	
6. Pontypool c - - - -	272 6 7	- - -	357 5 0	- - -	- - -	- - -	d1,132 12 5	- - -	
7. Usk District - - - -	218 9 7	- - -	847 8 0	- - -	- - -	- - -	6 0 0	- - -	
£	2,598 18 10	- - -	9,208 5 0	966 17 0	- - -	- - -	1,246 7 8	- - -	
COUNTY OF NORFOLK.									
1. Aylsham and Cromer - - -	150 7 4	- - -	855 0 0	- - -	- - -	- - -	- - -	- - -	
2. Lynn, South Gate - - -	154 0 1	- - -	1,028 0 0	- - -	- - -	- - -	- - -	- - -	
3. North Walsham - - - -	- - -	59 11 9	333 6 0	- - -	- - -	- - -	1 2 3	- - -	
4. Norwich and Fakenham - - -	113 17 11	- - -	467 0 0	- - -	- - -	- - -	9 2 11	- - -	
5. Wells and Fakenham - - -	33 11 7	- - -	434 13 4	- - -	- - -	- - -	- - -	- - -	
£	451 16 11	59 11 9	3,117 19 4	- - -	- - -	- - -	10 5 2	- - -	
COUNTY OF NORTHAMPTON.									
1. Crowland and Eye - - - -	38 3 11	- - -	120 0 0	- - -	- - -	- - -	- - -	- - -	
2. Hardingstone to Old Stratford - - -	11 11 4	- - -	439 16 8	- - -	- - -	- - -	20 0 0	- - -	
3. Higham Ferrers - - - -	- - -	2 7 6	365 5 0	169 0 0	- - -	- - -	4 12 0	- - -	
4. Kettering and Newport Pagnell - - -	758 6 10	- - -	928 0 0	234 0 0	- - -	- - -	30 15 0	- - -	
5. Little Bowden and Rockingham - - -	125 3 0	- - -	215 3 4	94 17 0	- - -	- - -	- - -	- - -	
6. Market Harborough and Brampton - - -	1,169 7 6	- - -	1,642 10 0	- - -	- - -	- - -	2 2 0	- - -	
7. Northampton and Cold Brayfield - - -	12 7 11	- - -	442 13 4	- - -	- - -	- - -	- - -	- - -	
8. Old Stratford to Dunchurch - - -	- - -	287 7 3	1,092 8 9	- - -	- - -	- - -	20 14 0	- - -	
9. Oundle and Middleton Lane - - -	20 7 8	- - -	209 0 0	104 0 4	- - -	- - -	0 18 0	- - -	
10. Thorney Road - - - -	- - -	75 15 0	222 13 4	- - -	- - -	- - -	41 0 6	- - -	
£	2,135 8 2	365 9 9	5,677 10 5	601 17 4	- - -	- - -	120 1 6	- - -	
COUNTY OF NORTHUMBER- LAND.									
1. Allendale i - - - -	38 8 4	- - -	896 7 1	- - -	- - -	- - -	d 279 8 5	- - -	
2. Berwick, Norham, and Islandshires - - -	- - -	0 6 11	2,237 3 8	1,901 11 0	- - -	- - -	3 0 0	- - -	
3. Cow Cawsey and Buckton Burn c - - -	351 4 4	- - -	1,405 5 0	- - -	- - -	- - -	d 319 8 7	- - -	
4. Elsdon and Reedwater - - - -	- - -	14 18 6	121 17 11	- - -	- - -	- - -	21 0 0	- - -	
5. Ford and Lowick - - - -	- - -	292 12 6	616 13 4	455 3 4	- - -	- - -	- - -	- - -	
6. Hexham - - - -	435 17 4	- - -	526 0 0	237 13 10	- - -	- - -	37 0 0	- - -	
7. Newcastle-upon-Tyne to Carlisle - - -	- - -	180 2 5	600 0 0	- - -	- - -	- - -	7 10 0	- - -	
8. North Shields and Newcastle-upon- Tyne - - - -	2 3 6	- - -	684 9 5	- - -	- - -	- - -	8 0 0	- - -	
9. Ponteland - - - -	76 13 6	- - -	1,147 10 0	- - -	- - -	- - -	43 15 0	- - -	
10. Shields and Morpeth - - -	211 18 5	- - -	928 3 4	- - -	- - -	- - -	13 10 0	- - -	
11. Wooler and Breamish - - -	- - -	295 6 7	872 6 6	- - -	- - -	- - -	3 5 6	- - -	
£	1,116 5 5	783 6 11	10,035 16 3	2,594 8 2	- - -	- - -	735 17 6	- - -	

a For two years. b Including contract work. c Local Act expired 1st November 1875.  
f Contract work. g Paid to parishes. h Banker's commission.



EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of		
INCOME.	Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
124 0 0	412 15 7	193 8 3	19 3 10	- - -	0 10 0	10 4 2	- - -	10 0 0	26 0 0
912 7 9	803 19 11	469 13 10	26 0 3	- - -	9 10 0	52 8 2	- - -	100 0 0	140 0 0
548 1 8	71 9 9	36 12 1	- - -	- - -	- - -	13 16 9	- - -	10 0 0	15 0 0
069 7 4	898 3 3	494 4 5	1 12 0	- - -	46 5 11	41 17 8	- - -	35 0 0	105 0 0
424 7 6	915 1 5	728 1 1	380 4 4	- - -	- - -	59 9 11	- - -	40 0 0	150 0 0
489 17 5	427 10 6	98 0 0	15 17 1	- - -	- - -	44 14 9	3 3 0	20 10 0	30 0 0
853 8 0	234 7 9	147 2 10	55 19 9	- - -	20 3 4	12 19 2	- - -	21 0 0	70 0 0
421 9 8	3,763 8 2	2,167 2 6	498 17 3	- - -	76 9 3	235 10 7	3 3 0	236 10 0	536 0 0
855 0 0	634 15 4	- - -	- - -	- - -	- - -	10 4 7	- - -	40 0 0	40 0 0
028 0 0	237 7 4	153 9 9	56 4 0	- - -	38 0 6	28 12 1	2 2 0	27 0 0	92 0 0
334 8 3	68 7 8	16 15 3	104 5 3	- - -	- - -	7 17 5	- - -	17 10 0	22 10 0
476 2 11	165 3 3	37 17 6	136 6 2	- - -	1 0 0	27 19 5	- - -	20 0 0	30 0 0
434 13 4	98 3 3	100 3 7	23 8 3	- - -	8 10 0	13 12 9	- - -	20 0 0	26 0 0
128 4 6	1,203 16 10	308 6 1	320 3 8	- - -	47 10 6	88 6 3	2 2 0	124 10 0	210 10 0
120 0 0	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	2 0 0
459 16 8	340 0 0	- - -	- - -	- - -	- - -	1 14 6	10 0 0	25 13 0	- - -
538 17 0	178 14 4	104 13 2	98 4 2	- - -	- - -	19 11 11	21 0 0	12 12 0	40 0 0
192 15 0	288 15 8	114 19 10	209 1 5	- - -	- - -	29 16 9	30 0 0	20 0 0	60 0 0
310 0 4	29 3 4	32 0 0	118 5 2	- - -	- - -	1 18 2	- - -	13 19 0	30 0 0
644 12 0	40 0 0	- - -	- - -	- - -	- - -	10 10 0	- - -	15 0 0	8 0 0
442 13 4	215 7 6	26 8 1	14 17 0	- - -	18 1 4	6 19 6	14 9 6	27 2 10	29 3 4
113 2 9	204 8 2	27 16 4	71 16 11	- - -	- - -	33 6 10	16 3 6	25 0 0	100 0 0
313 18 4	145 8 0	38 11 6	21 14 6	- - -	11 17 10	4 2 10	6 6 0	15 0 0	35 0 0
263 13 10	67 7 6	79 1 2	38 12 9	- - -	- - -	6 9 9	4 0 0	8 0 0	20 0 0
399 9 3	1,509 4 6	423 10 1	572 11 11	- - -	29 19 2	114 10 3	96 19 0	167 6 10	324 3 4
175 15 6	412 0 7	148 11 10	147 0 4	- - -	5 14 0	3 1 9	30 0 0	20 0 0	60 0 0
141 14 8	556 9 5	- - -	1,966 5 10	- - -	72 1 10	64 5 5	30 0 0	40 0 0	80 0 0
724 13 7	667 0 8	159 9 4	71 7 10	- - -	2 19 1	27 17 11	- - -	20 0 0	109 8 3
142 17 11	58 6 6	11 7 6	51 3 5	- - -	0 15 6	3 9 7	- - -	10 0 0	- - -
071 16 8	420 5 2	223 2 5	265 19 0	- - -	12 9 0	10 19 4	- - -	15 0 0	50 0 0
800 13 10	337 1 8	79 4 0	5 4 6	- - -	3 4 4	0 17 6	10 0 0	20 0 0	50 0 0
607 10 0	361 0 5	113 17 9	48 8 4	- - -	1 0 0	33 6 4	20 0 0	20 0 0	45 0 0
692 9 5	170 0 0	- - -	- - -	- - -	- - -	2 5 0	5 0 0	15 0 0	5 0 0
191 5 0	384 18 5	182 14 10	41 8 11	- - -	- - -	20 17 2	- - -	20 0 0	50 0 0
941 13 4	453 4 11	163 17 8	194 3 5	- - -	- - -	5 5 1	- - -	20 0 0	48 0 0
875 12 0	288 17 4	197 13 4	121 17 1	- - -	2 10 0	1 1 9	25 0 0	12 10 0	33 6 8
366 1 11	4,099 5 1	1,279 18 8	2,912 18 8	- - -	100 13 9	173 6 10	120 0 0	212 10 0	530 14 11

(Continued on page 40.)

*d* Including proceeds of sale of Trust property.  
Local Act expired 31st December 1875.

*e* Including 171*l.* 13*s.* 9*d.* paid to the parishes on the Trust ceasing.  
*j* Including 132*l.* 7*s.* paid to the parishes on the Trust ceasing.

*k* Paid to townships.

## ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF MONMOUTH.							
1. Abercarne - - - - -	- - - -	20 16 6	- - - -	a 415 0 0	40 6 3	- - - -	1,148 4
2. Abergavenny - - - - -	- - - -	308 4 8	- - - -	c 826 10 0	107 15 10	- - - -	2,844 2
3. Bigsweat - - - - -	- - - -	- - - -	- - - -	345 14 1	14 5 7	- - - -	506 18
4. Monmouth - - - - -	41 18 6	33 7 0	- - - -	515 0 0	34 16 5	- - - -	2,247 5
5. Newport - - - - -	- - - -	10 15 0	- - - -	- - - -	e 98 2 3	- - - -	2,381 14
6. Pontypool - - - - -	5 19 2	37 10 0	- - - -	1,000 0 0	78 19 6	- - - -	1,762 4
7. Usk District - - - - -	- - - -	22 16 8	- - - -	f 400 0 0	41 17 3	- - - -	1,026 6
£	47 17 8	433 9 10	- - - -	3,502 4 1	416 3 1	- - - -	11,916 15
COUNTY OF NORFOLK.							
1. Aylsham and Cromer - - - -	- - - -	7 12 1	- - - -	30 0 0	9 0 0	- - - -	771 12
2. Lynn, South Gate - - - -	0 5 0	46 0 0	- - - -	h 225 0 0	8 10 8	- - - -	914 11
3. North Walsham - - - - -	0 5 0	- - - -	- - - -	- - - -	1 16 0	- - - -	239 6
4. Norwich and Fakenham - - -	18 2 10	135 15 9	- - - -	- - - -	0 16 3	- - - -	573 1
5. Wells and Fakenham - - - -	- - - -	104 15 11	- - - -	j 195 0 0	12 9 3	- - - -	602 3
£	18 12 10	294 3 9	- - - -	450 0 0	32 12 2	- - - -	3,100 14
COUNTY OF NORTHAMPTON.							
1. Crowland and Eye - - - - -	3 13 8	9 19 7	- - - -	- - - -	10 18 10	- - - -	36 12
2. Hardingstone to Old Stratford -	- - - -	18 4 11	- - - -	- - - -	12 13 10	- - - -	408 6
3. Higham Ferrers - - - - -	3 15 0	34 5 5	- - - -	- - - -	25 7 8	- - - -	538 3
4. Kettering and Newport Pagnell -	22 11 10	23 6 8	- - - -	200 0 0	7 12 0	- - - -	1,006 4
5. Little Bowden and Rockingham -	- - - -	13 3 10	- - - -	k 100 0 0	5 1 0	- - - -	343 10
6. Market Harborough and Brampton -	- - - -	243 5 9	- - - -	1,216 8 0	16 8 6	- - - -	1,549 13
7. Northampton and Cold Brayfield -	- - - -	22 10 1	- - - -	- - - -	10 11 1	- - - -	385 10
8. Old Stratford to Dunchurch - -	24 8 0	- - - -	- - - -	- - - -	1 5 0	- - - -	494 4
9. Oundle and Middleton Lane - -	10 13 3	32 10 0	- - - -	- - - -	21 2 10	- - - -	342 4
10. Thorney Road - - - - -	27 4 0	27 15 4	- - - -	- - - -	2 2 10	- - - -	280 13
£	92 5 9	425 1 7	- - - -	1,516 8 0	113 3 7	- - - -	5,385 -
COUNTY OF NORTHUMBER- LAND.							
1. Allendale - - - - -	50 11 9	- - - -	- - - -	295 2 9	42 0 10	- - - -	1,214 -
2. Berwick, Norham, and Islandshires -	15 9 3	250 12 0	269 8 11	m 588 0 0	77 11 8	- - - -	4,010 -
3. Cow Cawsey and Buckton Burn - -	- - - -	52 15 0	- - - -	900 0 0	64 19 10	- - - -	2,075 1
4. Elsdon and Reedwater - - - - -	- - - -	12 0 0	- - - -	- - - -	5 10 0	- - - -	152 1
5. Ford and Lowick - - - - -	5 17 6	85 16 1	- - - -	- - - -	14 11 0	- - - -	1,103 1
6. Hexham - - - - -	29 19 2	- - - -	- - - -	n 295 0 0	18 14 7	- - - -	849 -
7. Newcastle-upon-Tyne to Carlisle -	- - - -	- - - -	- - - -	- - - -	29 11 10	- - - -	662 -
8. North Shields and Newcastle-upon-Tyne -	- - - -	93 12 6	- - - -	400 0 0	3 6 8	- - - -	694 -
9. Ponteland - - - - -	3 8 0	- - - -	- - - -	- - - -	16 15 9	- - - -	720 -
10. Shields and Morpeth - - - - -	- - - -	- - - -	- - - -	- - - -	19 11 2	- - - -	904 -
11. Wooler and Breamish - - - - -	24 9 10	12 5 0	- - - -	- - - -	90 16 7	- - - -	810 -
£	129 15 6	507 0 7	269 8 11	2,478 2 9	383 9 11	- - - -	13,197 -

a For debts of 525l.

h For debts of 300l.

b Including 50l. not bearing interest.

i Interest abolished by Act of Parliament.

c For debts of 850l.

j For debts of 500l.

d Including 15l. at 4½ per cent.

k For debts of

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of Inter- est per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1875.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1875.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
046 0 6	1½	11 10 0	15 6 3	- - -	1,072 16 9	- - -	20 0 0	- - -	- - -	499 8 5	519 8 5
853 0 0	3½	- - -	364 18 4	- - -	8,217 18 4	- - -	- - -	- - -	- - -	488 5 8	488 5 8
377 5 11	None	- - -	- - -	- - -	11,377 5 11	- - -	- - -	- - -	- - -	45 10 9	45 10 9
565 0 0	4	- - -	- - -	- - -	565 0 0	- - -	- - -	- - -	- - -	636 3 1	636 3 1
350 0 0	3	- - -	- - -	- - -	350 0 0	- - -	- - -	- - -	- - -	388 14 4	388 14 4
268 13 10	g 1	- - -	57 11 4	- - -	1,326 5 2	- - -	- - -	- - -	- - -	45 10 10	45 10 10
460 0 3	- -	11 10 0	437 15 11	- - -	22,909 6 2	- - -	20 0 0	- - -	- - -	2,103 13 1	2,123 13 1
110 0 0	5	616 13 4	- - -	- - -	726 13 4	- - -	- - -	- - -	- - -	233 15 4	233 15 4
900 0 0	4	- - -	- - -	- - -	900 0 0	- - -	- - -	- - -	- - -	267 8 9	267 8 9
500 0 0	None	- - -	- - -	- - -	2,500 0 0	- - -	- - -	- - -	- - -	35 9 11	35 9 11
100 0 0	None	- - -	- - -	- - -	5,100 0 0	- - -	- - -	20 0 0	20 0 0	16 19 8	56 19 8
500 0 0	2	- - -	- - -	133 18 1	4,633 18 1	- - -	- - -	- - -	- - -	- - -	- - -
110 0 0	- -	616 13 4	- - -	133 18 1	13,860 11 5	- - -	- - -	20 0 0	20 0 0	553 13 8	593 13 8
000 0 0	2½	- - -	20 0 0	- - -	320 0 0	- - -	- - -	- - -	- - -	121 11 10	121 11 10
820 0 0	1	- - -	- - -	- - -	1,820 0 0	- - -	- - -	- - -	- - -	63 1 9	63 1 9
153 0 0	3	- - -	- - -	1 14 2	1,154 14 2	- - -	- - -	- - -	- - -	- - -	- - -
283 6 8	3½	- - -	486 7 0	- - -	1,769 13 8	- - -	- - -	- - -	- - -	944 17 8	944 17 8
880 0 0	3	- - -	395 12 6	- - -	1,275 12 6	- - -	- - -	- - -	- - -	91 12 10	91 12 10
475 12 0	2	- - -	302 19 0	- - -	11,778 11 0	- - -	- - -	- - -	- - -	1,264 7 3	1,264 7 3
248 13 2	None	- - -	18 11 7	- - -	2,267 4 9	- - -	- - -	- - -	- - -	69 11 0	69 11 0
600 0 0	None	- - -	- - -	- - -	600 0 0	253 0 0	- - -	- - -	- - -	331 10 9	584 10 9
450 0 0	2½	- - -	71 5 0	8 0 9	1,529 5 9	- - -	- - -	- - -	- - -	- - -	- - -
700 0 0	3½	- - -	3 10 0	92 14 6	796 4 6	- - -	- - -	- - -	- - -	- - -	- - -
910 11 10	- -	- - -	1,298 5 1	102 9 5	23,311 6 4	253 0 0	- - -	- - -	- - -	2,886 13 1	3,139 13 1
883 0 0	3½	70 10 3	451 3 1	- - -	8,404 13 4	- - -	- - -	- - -	- - -	181 3 5	131 3 5
400 0 0	3	- - -	- - -	24 13 1	424 13 1	- - -	- - -	- - -	- - -	- - -	- - -
860 0 0	3	- - -	- - -	324 15 4	3,184 15 4	- - -	35 10 11	- - -	11 11 8	- - -	47 2 7
375 0 0	None	- - -	- - -	- - -	3,375 0 0	- - -	- - -	- - -	- - -	387 5 5	387 5 5
- - -	- -	- - -	- - -	234 17 1	234 17 1	- - -	- - -	- - -	- - -	- - -	- - -
345 0 0	2½	1,339 0 10	- - -	- - -	4,684 0 10	- - -	- - -	- - -	- - -	0 8 9	0 8 9
219 14 8	None	- - -	20 7 4	- - -	12,240 2 0	- - -	- - -	- - -	- - -	547 15 5	547 15 5
200 0 0	None	- - -	- - -	- - -	3,200 0 0	21 0 0	- - -	- - -	- - -	249 9 6	270 9 6
400 0 0	None	- - -	160 2 0	230 2 2	5,790 4 2	11 2 4	- - -	- - -	20 0 0	- - -	31 2 4
682 14 8	- -	1,409 11 1	631 12 5	814 7 8	41,538 5 10	32 2 4	35 10 11	- - -	31 11 8	1,316 2 6	1,415 7 5

cluding the last instalment of Rumney Bridge Annuity.

f For debts of 716*l.* 13*s.* 4*d.*

l The Local Act having expired, the remaining debt, 6,354*l.* 17*s.* 3*d.*, is omitted.

g Rate of interest reduced by Act of Parliament,  
m For debts of 600*l.*



ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.						9.
	Balance in Treasurers' Hands on 1st Jan. 1875.	Balance due to the Treasurers on 1st Jan. 1875.	4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	Amount of Money borrowed the Secu of the T	
COUNTY OF NOTTINGHAM.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
1. Mansfield and Tibshelf - -	58 14 5	- - -	657 18 4	- - -	- - -	- - -	10 0 0	- -	
2. Mansfield to Workso - -	7 9 7	- - -	783 10 0	- - -	- - -	- - -	- - -	- -	
3. Nottingham and Grantham, Western Division - -	735 10 6	- - -	1,014 0 0	4 16 0	- - -	- - -	- - -	- -	
4. Nottingham and Loughborough - -	42 6 7	- - -	500 1 0	- - -	- - -	- - -	- - -	- -	
5. Nottingham and Mansfield - -	157 18 4	- - -	1,155 0 0	- - -	- - -	- - -	7 5 0	- -	
6. Nottingham and Newhaven, First District - -	- - -	181 19 7	1,945 0 0	- - -	- - -	- - -	c 305 8 5	- -	
7. Retford and Gainsborough - -	341 8 3	- - -	450 0 0	160 0 0	- - -	- - -	7 2 6	- -	
8. Retford and Littleborough - -	- - -	993 14 10	260 0 0	- - -	- - -	- - -	- - -	- -	
9. Workso to Kelham - -	608 18 5	- - -	579 8 0	74 13 0	- - -	- - -	- - -	- -	
10. Workso to Retford - -	316 9 0	- - -	558 6 8	- - -	- - -	- - -	- - -	- -	
£	2,268 15 1	1,175 14 5	7,853 4 0	239 9 0	- - -	- - -	329 15 11	- -	
COUNTY OF OXFORD.									
1. Aylesbury, Thame, Oxford, Shil- lingford, and Bicester and Post- combe (united) - -	167 15 3	- - -	1,800 0 0	- - -	- - -	- - -	79 0 0	- -	
2. Banbury, Brailles, and Barcheston - -	137 2 11	- - -	672 16 8	- - -	- - -	- - -	- - -	- -	
3. Bicester, Aynho, and Fimmere - -	207 13 1	- - -	503 0 0	- - -	- - -	- - -	- - -	- -	
4. Botley and Newland - -	919 16 4	- - -	1,237 10 0	- - -	- - -	- - -	- - -	- -	
5. Burford, Chipping Norton, and Banbury - -	450 3 6	- - -	1,276 8 7	- - -	- - -	- - -	0 3 4	- -	
6. Charlbury Roads - -	229 18 8	- - -	550 0 0	- - -	- - -	- - -	- - -	- -	
7. Deddington and Kidlington - -	46 6 2	- - -	545 0 0	191 15 0	- - -	- - -	- - -	- -	
8. Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington - -	166 9 1	- - -	852 8 4	250 5 2	- - -	- - -	1 4 3	- -	
9. Faringdon and Burford - -	9 12 3	- - -	292 0 0	- - -	- - -	- - -	- - -	- -	
10. Stokenchurch and Woodstock - -	291 6 10	- - -	1,220 10 1	- - -	- - -	- - -	23 0 6	- -	
11. Ditto, Islip Branch - -	- - -	- - -	80 0 0	- - -	- - -	- - -	- - -	- -	
12. Woodstock and Rollright Lane - -	86 0 9	- - -	364 9 6	- - -	- - -	- - -	0 1 0	- -	
£	2,712 4 10	- - -	9,394 3 2	442 0 2	- - -	- - -	103 9 1	- -	
COUNTY OF RUTLAND.									
1. Leicester and Peterborough, Up- pingham District - -	117 8 2	- - -	316 6 8	40 0 0	- - -	- - -	g 48 13 2	- -	
COUNTY OF SALOP.									
1. Bishop's Castle, First District - -	57 15 0	- - -	1,049 19 5	324 11 3	- - -	- - -	28 4 10	- -	
2. Bridgnorth and Shiffnal i - -	130 11 9	- - -	171 6 8	- - -	- - -	- - -	j 87 10 0	- -	
3. Burliton and Llanymynech - -	119 14 10	- - -	232 0 0	- - -	- - -	- - -	14 0 0	- -	
4. Cleobury Mortimer District - -	- - -	16 1 2	606 0 0	150 0 0	- - -	- - -	17 2 6	- -	
5. Cleobury North and Ditton Priors - -	210 11 4	- - -	315 8 4	50 0 0	- - -	- - -	15 15 6	- -	
6. Coalbrookdale and Wellington i - -	373 5 8	- - -	249 19 0	- - -	- - -	- - -	j 67 10 0	- -	
7. Ellesmere District - -	199 12 1	- - -	335 0 1	- - -	- - -	- - -	- - -	- -	

a Banker's commission.

b Contract work.

c Including 300l. from Railway Company.

g Including 43l. 6s. 8d. from Leicester District.

h Including banker's commission.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
667 18 4	168 15 0	191 12 1	232 10 9	- - -	- - -	38 7 1	5 5 0	15 0 0	37 0 0
733 10 0	332 18 6	77 17 6	134 12 9	- - -	- - -	17 7 8	a 0 5 2	31 15 6	30 0 0
1,018 16 0	169 0 5	43 16 3	150 9 5	- - -	0 13 4	31 9 5	- - -	31 10 0	25 10 0
500 1 0	99 4 6	37 12 7	41 6 11	- - -	- - -	29 7 3	- - -	10 10 0	40 0 0
1,162 5 0	b 430 0 0	- - -	- - -	- - -	- - -	33 17 7	- - -	21 0 0	35 0 0
2,250 8 5	468 11 2	372 1 8	600 1 10	- - -	- - -	77 14 4	a 2 12 4	40 0 0	50 0 0
617 2 6	b 195 0 0	- - -	- - -	- - -	- - -	2 12 0	- - -	20 0 0	- - -
260 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
654 1 0	50 5 0	9 16 9	29 4 7	- - -	- - -	11 19 4	a 0 5 3	43 0 8	42 0 0
558 6 8	101 0 6	22 18 3	31 16 5	- - -	- - -	12 16 1	- - -	32 1 0	30 0 0
3,422 8 11	2,014 15 1	755 15 1	1,220 2 8	- - -	0 13 4	255 10 9	8 7 9	264 17 2	289 10 0
1,879 0 0	490 7 7	- - -	816 2 9	- - -	2 18 4	14 14 7	18 6 8	38 6 8	93 6 8
672 16 8	205 12 8	117 2 5	98 13 7	- - -	- - -	8 4 11	- - -	21 0 0	12 8 0
503 0 0	d 283 4 2	46 7 6	1 14 2	- - -	1 5 0	26 18 6	5 5 0	e 50 0 0	58 9 2
1,287 10 0	b 497 18 4	- - -	- - -	- - -	56 2 0	4 11 7	- - -	21 0 0	5 0 0
1,276 11 11	556 18 5	246 14 0	148 7 10	- - -	21 16 8	12 12 11	- - -	22 2 0	90 0 0
550 0 0	b 290 0 0	- - -	19 18 4	- - -	10 11 8	34 16 4	10 0 0	- - -	20 0 0
736 15 0	152 16 2	181 17 4	128 8 9	- - -	- - -	- - -	- - -	- - -	20 0 0
1,103 17 9	d 560 2 5	226 10 4	- - -	- - -	5 14 10	32 2 5	5 5 0	e 50 0 0	97 15 6
292 0 0	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	21 0 0	- - -
1,243 10 7	370 9 8	90 4 6	764 12 9	- - -	1 5 6	24 15 4	a 2 16 2	45 0 0	80 0 0
80 0 0	f 35 18 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
364 10 6	183 9 5	88 4 0	9 8 6	- - -	5 16 8	11 12 3	- - -	35 0 0	52 0 0
9,939 12 5	3,626 17 2	897 0 1	1,987 6 8	- - -	105 10 8	170 8 10	51 12 10	303 8 8	528 19 4
404 19 10	122 15 2	22 13 3	51 19 4	- - -	- - -	2 6 2	- - -	5 0 0	51 1 6
1,402 15 6	829 12 2	141 15 11	32 12 7	- - -	12 4 0	17 5 2	h 38 7 9	25 0 0	120 0 0
258 16 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	12 12 0	- - -
246 0 0	177 12 5	8 11 6	- - -	- - -	- - -	5 16 6	- - -	10 0 0	6 0 0
773 2 6	242 16 2	173 4 2	14 1 1	- - -	3 9 0	5 15 3	- - -	15 0 0	67 10 0
381 3 10	100 10 7	36 16 8	8 3 9	- - -	- - -	1 17 6	- - -	- - -	20 0 0
317 9 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
335 0 1	68 7 4	5 4 0	20 4 6	- - -	- - -	1 14 3	- - -	- - -	20 0 0

d Including contract work.

i Local Act expired 1st November 1875.

e For two years.

f Paid to parishes.

j From sale of Trust property.

## ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF NOTTINGHAM.							
1. Mansfield and Tibshelf - -	- - -	65 15 0	- - -	- - -	5 5 6	- - -	759 10
2. Mansfield to Worksop - -	- - -	- - -	- - -	- - -	12 13 9	- - -	637 10
3. Nottingham and Grantham, Western Division - - -	- - -	13 11 7	- - -	829 10 0	12 0 4	- - -	1,307 10
4. Nottingham and Loughborough - -	- - -	174 1 11	- - -	a 79 6 6	0 4 1	- - -	511 13
5. Nottingham and Mansfield - -	9 3 2	57 4 4	- - -	500 0 0	106 6 0	- - -	1,192 11
6. Nottingham and Newhaven, First District - - -	- - -	- - -	- - -	- - -	44 7 6	- - -	1,655 8
7. Retford and Gainsborough - -	- - -	115 5 3	- - -	b 240 13 4	2 9 3	- - -	575 19
8. Retford and Littleborough - -	- - -	- - -	- - -	- - -	4 2 6	- - -	24 2
9. Worksop to Kelham - - -	129 9 4	401 6 10	- - -	- - -	12 13 3	- - -	730 1
10. Worksop to Retford - - -	- - -	216 17 4	- - -	- - -	16 14 9	- - -	464 4
£	138 12 6	1,044 2 3	- - -	1,649 9 10	216 16 11	- - -	7,858 13
COUNTY OF OXFORD.							
1. Aylesbury, Thame, Oxford, Shil- lingford, and Bicester and Post- combe (united) - - -	12 3 11	382 15 7	- - -	- - -	41 9 0	- - -	1,910 11
2. Banbury, Brailes, and Barcheston - -	- - -	46 1 7	- - -	e 213 17 0	15 1 8	- - -	738 1
3. Bicester, Aynho, and Finmere - -	- - -	51 5 0	- - -	- - -	11 0 2	- - -	535 8
4. Botley and Newland - - -	13 14 3	186 17 5	- - -	f 1,297 10 0	39 11 11	- - -	2,122 5
5. Burford, Chipping Norton, and Banbury - - -	- - -	- - -	- - -	- - -	11 0 0	- - -	1,109 11
6. Charlbury Roads - - -	27 7 3	- - -	35 16 7	- - -	4 14 6	- - -	453 4
7. Deddington and Kidlington - -	8 8 0	32 14 6	- - -	- - -	0 11 6	- - -	474 16
8. Enstone, Heyford Bridge, Bicester, Weston, and Kirtlington - -	17 0 8	98 7 4	- - -	- - -	13 6 2	- - -	1,106 4
9. Faringdon and Burford - - -	- - -	0 8 11	- - -	239 1 3	14 6 7	- - -	284 16
10. Stokenchurch and Woodstock - -	6 8 10	499 7 0	- - -	- - -	7 19 1	- - -	1,892 18
11. Ditto, Islip Branch - - -	- - -	34 17 2	- - -	- - -	9 4 6	- - -	80 0
12. Woodstock and Rollright Lane - -	3 3 0	22 10 1	- - -	- - -	17 10 6	- - -	378 14
£	88 5 11	1,355 4 7	35 16 7	1,750 8 3	185 15 7	- - -	11,086 15
COUNTY OF RUTLAND.							
1. Leicester and Peterborough, Up- pingham District - - -	- - -	46 0 4	- - -	- - -	6 6 6	- - -	308 2
COUNTY OF SALOP.							
1. Bishop's Castle, First District - -	14 12 7	56 9 10	- - -	200 0 0	100 16 9	- - -	1,588 16
2. Bridgnorth and Shiffnal - - -	1 7 10	0 9 0	- - -	h 361 0 10	13 18 9	- - -	389 8
3. Burlton and Llanymynech - - -	- - -	38 12 8	- - -	- - -	13 8 9	- - -	260 1
4. Cleobury Mortimer District - - -	1 6 8	25 1 10	- - -	- - -	39 7 2	- - -	587 11
5. Cleobury North and Ditton Priors - -	20 15 11	43 2 3	- - -	j 207 10 0	9 17 3	- - -	448 13
6. Coalbrookdale and Wellington - -	18 1 2	- - -	- - -	646 11 0	16 2 6	- - -	690 14
7. Ellesmere District - - -	23 19 4	41 11 0	- - -	- - -	31 6 0	- - -	212 6

a For debts of 100*l*.b For debts of 333*l*. 6*s*. 8*d*.

c Rate of interest reduced and arrears extinguished by Act of Parliament.

f For debts of 2,000*l*.

g Interest abolished and arrears extinguished by Act of Parliament.

h The Local Act having expired, the remaining debt, 2,153*l*. 9*s*., is omitted.



DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1875.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1875.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,643 15 0	4	-	-	32 17 8	1,676 12 8	265 14 10	-	-	35 12 6	-	301 7 4
-	-	247 2 8	-	-	247 2 8	-	-	-	82 16 8	103 8 9	186 5 5
-	-	-	-	-	-	-	-	-	-	446 15 9	446 15 9
5,350 0 0	3½	-	-	-	5,350 0 0	122 10 0	-	-	-	30 13 10	153 3 10
900 0 0	4	-	-	-	900 0 0	-	-	-	-	127 12 3	127 12 3
-	-	-	-	-	-	-	-	-	-	413 0 0	413 0 0
4,583 6 8	2½	-	-	-	4,583 6 8	-	-	-	-	382 10 11	382 10 11
-	-	-	-	757 17 4	757 17 4	-	-	-	-	-	-
8,651 0 0	c 2	122 7 7	c-	-	8,773 7 7	12 18 4	-	-	-	532 18 5	545 16 9
3,730 0 0	4	90 13 6	32 0 5	-	3,852 13 11	20 16 8	-	-	-	410 11 4	431 8 0
-	-	-	-	-	-	-	-	-	-	-	-
4,808 1 8	-	460 3 9	32 0 5	790 15 0	26,091 0 10	421 19 10	-	-	118 9 2	2,447 11 3	2,988 0 3
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
5,300 0 0	d 2	-	-	-	5,300 0 0	-	-	-	-	136 3 6	136 3 6
1,784 0 0	2	-	35 13 1	-	1,819 13 1	-	-	-	-	71 17 9	71 17 9
1,270 0 0	4	29 0 8	50 16 0	-	1,349 16 8	-	-	-	-	175 4 5	175 4 5
4,300 0 0	3	-	139 10 0	-	4,439 10 0	-	-	-	-	35 0 10	35 0 10
-	-	-	-	-	-	-	-	-	-	617 3 7	617 3 7
1,100 0 0	3	36 2 4	66 0 0	-	1,202 2 4	45 16 8	-	-	-	326 14 0	372 10 8
-	-	-	-	-	-	-	-	-	17 12 8	308 4 11	325 17 7
3,252 0 0	3	41 13 5	97 11 2	-	3,391 4 7	-	-	-	-	164 2 2	164 2 2
1,910 18 9	g None	43 3 1	g-	-	1,954 1 10	-	-	-	-	16 15 6	16 15 6
12,805 0 0	4	-	-	358 1 5	13,163 1 5	398 9 11	-	-	-	-	398 9 11
550 0 0	4	-	-	-	550 0 0	-	-	-	-	-	-
500 0 0	4½	-	-	-	500 0 0	7 0 0	-	0 1 0	-	71 16 10	78 17 10
-	-	-	-	-	-	-	-	-	-	-	-
32,771 18 9	-	149 19 6	389 10 3	358 1 5	33,669 9 11	451 6 7	-	17 13 8	-	1,923 3 6	2,392 3 9
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
2,166 13 4	1	25 0 0	189 9 5	-	2,381 2 9	16 13 4	29 0 0	-	-	214 5 9	259 19 1
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
1,680 0 0	3	-	-	128 6 3	1,808 6 3	46 15 0	20 10 0	-	-	-	67 5 0
1,050 0 0	3½	-	36 13 10	-	1,086 13 10	-	-	-	-	105 13 0	105 13 0
1,000 0 0	2½	-	-	-	1,000 0 0	-	-	-	-	169 10 0	169 10 0
1,250 0 0	3	-	-	-	1,250 0 0	-	-	-	-	143 1 3	143 1 3
h	-	-	-	-	-	-	-	-	-	-	-
2,000 0 0	1	40 0 0	15 0 0	-	2,055 0 0	-	-	-	-	322 5 9	322 5 9

d Rate of interest reduced by Act of Parliament.

h For debts of 900l.

i Including 50l. at 4 per cent.

e For debts of 480l.

j For debts of 250l.

1.  NAMES OF COUNTIES AND TRUSTS.	2.		3.		INCOME.					9. Amount of Money borrowed the Security of the Tol
	Balance in Treasurers' Hands on 1st Jan. 1875.		Balance due to the Treasurers on 1st Jan. 1875.		4. Revenue received from Tolls.	5. Parish Composition in lieu of Statute Duty.	6. Estimated Value of Statute Duty performed.	7. Revenue from Fines.	8. Revenue from Incidental Receipts.	
	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF SALOP—cont.										
8. Leighton and Buildwas <i>a</i>	153 5 4	-	-	-	62 9 10	-	-	-	<i>b</i> 26 5 11	-
9. Minsterley and Churchstoke	232 0 8	-	-	-	591 6 6	-	-	-	-	-
10. Oswestry	273 7 9	-	-	-	2,060 3 4	-	-	0 6 9	<i>d</i> 243 17 6	-
11. Shifnal District <i>f</i>	13 16 11	-	-	-	237 16 4	-	-	-	<i>g</i> 183 13 6	-
12. Shrewsbury (Nine Districts)	-	-	33 19 6	-	1,710 5 6	-	-	0 19 0	107 0 6	-
13. Shrewsbury, Wenlock, and Bridgnorth <i>j</i>	131 6 2	-	-	-	442 15 0	-	-	-	<i>g</i> 333 5 0	-
14. Wem and Bron-y-Garth, First District	194 2 9	-	-	-	464 7 2	-	-	-	1 15 0	-
15. Ditto, Second District	-	-	1 10 10	-	<i>k</i> -	-	-	-	-	-
16. Weston Gate (Bewdley Act)	96 15 7	-	-	-	188 0 0	45 0 0	-	-	2 11 4	-
17. Whitchurch and Madeley <i>l</i>	40 1 9	-	-	-	240 0 0	-	-	-	<i>g</i> 584 8 0	-
£	2,226 7 7		51 11 6		8,956 17 2	569 11 3	-	1 5 9	1,712 19 7	-
COUNTY OF SOMERSET.										
1. Bath	342 10 7	-	-	-	4,343 4 9	-	-	-	420 1 7	-
2. Black Dog	234 12 8	-	-	-	1,211 7 1	215 4 2	-	-	<i>n</i> 169 11 4	-
3. Bruton	795 17 4	-	-	-	901 18 4	-	-	-	-	-
4. Chard <i>f</i>	201 5 7	-	-	-	756 2 6	-	-	-	<i>b</i> 429 7 7	-
5. Crewkerne	157 1 6	-	-	-	1,447 18 4	-	-	0 2 6	2 10 0	-
6. High Ham and Ashcott	17 7 3	-	-	-	115 0 0	-	-	-	-	-
7. Ilminster	38 10 3	-	-	-	1,548 18 4	283 17 5	-	0 2 6	0 10 0	-
8. Langport, Somerton, and Castle Cary	459 8 0	-	-	-	1,927 16 8	1,023 19 1	-	0 2 6	24 8 0	-
9. Martock and South Petherton Roads (united)	280 5 2	-	-	-	760 10 0	-	-	-	10 18 0	-
10. "Minehead Roads" (united)	-	-	47 14 2	-	1,418 10 0	-	-	-	0 4 0	-
11. Shepton Mallet	81 6 7	-	-	-	1,899 10 0	-	-	0 11 6	29 18 0	-
12. Taunton <i>f</i>	-	-	130 19 1	-	3,339 0 0	-	-	-	<i>b</i> 1,087 8 2	-
13. Wells	544 13 0	-	-	-	2,010 0 0	-	-	-	35 15 0	-
14. West Harptrey	236 17 4	-	-	-	678 0 0	90 17 11	-	0 2 0	4 6 0	-
15. Weston-super-Mare and Worle <i>p</i>	151 2 5	-	-	-	112 10 0	-	-	-	3 13 0	-
£	3,540 17 8		178 13 3		22,470 6 0	1,613 18 7	-	1 1 0	2,218 10 8	-
COUNTY OF STAFFORD.										
1. Albrighton and Tong	31 0 4	-	-	-	145 0 0	-	-	-	-	-
2. Ashborne to Leek	84 3 4	-	-	-	540 0 0	-	-	-	-	-
3. Blyth Marsh <i>f</i>	501 2 6	-	-	-	3,871 5 0	-	-	-	<i>b</i> 464 17 6	-
4. Burton-upon-Trent to Abbot's Bromley	121 5 6	-	-	-	293 0 0	-	-	-	-	-
5. Butterson Moor End	466 3 0	-	-	-	<i>s</i> 275 0 0	-	-	-	<i>g</i> 153 9 6	-
6. Cannock and Penkridge	128 10 1	-	-	-	120 0 0	-	-	-	-	-
7. Cheadle (Five Districts consolidated)	647 11 3	-	-	-	1,351 5 0	-	-	-	10 13 7	-
8. Darlaston	1,225 3 8	-	-	-	1,111 0 0	-	-	-	-	-
9. Darley Moor and Ellaston	111 7 1	-	-	-	178 0 0	-	-	-	-	-
10. Great Chell and Shelton	136 19 0	-	-	-	234 15 0	-	-	-	-	-
11. Handsworth and Perry Bar (united)	4 14 4	-	-	-	754 11 4	-	-	-	-	-
12. Hanley and Bucknall	555 16 8	-	-	-	1,977 10 0	-	-	-	62 2 10	-
13. High Bridges and Uttoxeter	-	-	24 15 1	-	307 0 0	-	-	-	1 7 0	-
14. Lawton, Burslem, and Newcastle-under-Lyme	1,559 6 2	-	-	-	2,296 13 4	-	-	-	15 18 6	-
15. Leek, Buxton, and Monyash <i>a</i>	657 9 9	-	-	-	470 0 0	-	-	-	<i>b</i> 223 5 0	-
16. Lichfield (united)	429 5 9	-	-	-	867 11 8	-	-	-	37 8 6	-
17. New Biddulph	207 17 4	-	-	-	240 9 6	-	-	-	-	-
18. Newcastle-under-Lyme and Eccleshall	34 18 4	-	-	-	192 11 6	-	-	-	3 0 0	-
19. Newcastle-under-Lyme to Leek	169 12 10	-	-	-	1,935 0 0	-	-	-	120 8 6	-
20. Newcastle-under-Lyme and Nantwich	246 2 4	-	-	-	830 8 8	-	-	-	0 5 0	-

*a* Local Act expired 1st November 1875.*k* Including 11*l*. 7*s*. 2*d*. paid to the parishes on the Trust ceasing.*o* Including 94*l*. 17*s*. 11*d*. paid to the parishes on the Trust ceasing.*t* Contract work.*b* Including proceeds of sale of Trust property.*i* Including contract work.*p* Paid to parishes.*u* Paid to parishes on the Trust ceasing.*c* For two years.*j* Local Act expired 31st March 1875.*q* Including 20*l*. for extra services.

10. TOTAL INCOME.	EXPENDITURE.								
	11.	12.	13.	14.	15.	16.	17.	18.	19.
	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
38 15 9	6 8 6	-	-	-	-	-	-	c 12 0 0	-
01 6 6	104 5 8	94 8 3	95 19 8	-	1 5 0	6 17 0	-	15 0 0	20 0 0
04 7 7	1,409 11 2	98 12 6	146 13 10	-	12 5 0	27 14 8	e 4 16 0	50 0 0	105 0 0
11 9 10	h 87 10 5	35 4 0	25 19 8	-	-	8 7 0	-	c 50 0 0	20 0 0
18 5 0	i 849 13 5	266 15 11	-	-	-	33 19 3	-	60 0 0	122 2 0
6 0 0	-	-	-	-	-	21 5 10	-	30 0 0	-
66 2 2	169 10 10	55 15 3	41 5 1	-	1 10 0	4 10 5	-	-	20 0 0
5 11 4	k -	-	-	-	-	-	-	-	-
24 8 0	52 13 1	46 12 7	-	-	-	1 0 9	-	5 0 0	7 10 0
	-	-	-	-	-	-	-	10 0 0	-
10 13 9	4,098 11 9	963 0 9	385 0 2	-	30 13 0	136 3 7	43 3 9	304 12 0	528 2 0
33 6 4	1,271 7 8	625 11 7	1,398 9 3	-	93 14 1	21 13 5	m 45 0 0	10 0 0	290 0 0
36 2 7	297 16 0	133 0 0	47 12 7	-	27 19 6	38 9 11	20 16 8	25 0 0	91 13 4
01 18 4	-	-	-	-	-	-	-	30 0 0	-
35 10 1	o 480 2 1	161 16 1	156 2 0	-	28 14 10	43 0 0	-	40 0 0	81 13 4
50 10 10	238 16 3	178 19 10	173 4 9	-	12 18 2	55 1 1	-	40 0 0	50 0 0
15 0 0	-	-	-	-	-	-	-	10 0 0	-
33 8 3	319 7 5	196 4 10	138 13 9	-	10 13 1	20 18 4	-	30 0 0	60 0 0
76 6 3	674 10 4	537 15 0	527 4 1	-	18 15 6	64 4 8	-	-	65 6 2
1 8 0	126 18 6	105 12 1	214 11 8	-	3 14 2	11 16 7	3 0 0	23 0 0	40 0 0
8 14 0	p 329 13 0	-	-	-	-	-	30 0 0	52 10 0	-
29 19 6	455 16 10	13 13 6	344 15 3	-	11 14 0	14 2 8	18 13 4	41 16 8	148 5 0
26 8 2	786 13 6	-	1,243 4 2	-	-	13 14 9	-	q 70 0 0	150 0 0
5 15 0	276 11 5	374 9 3	517 15 0	-	14 9 0	69 19 4	26 5 0	46 7 2	131 13 4
3 5 11	98 12 2	23 15 2	2 5 4	-	7 5 0	0 14 4	-	20 0 0	35 5 0
6 3 0	3 2 0	2 9 0	2 8 2	-	-	-	10 0 0	-	-
3 16 3	5,359 7 2	2,353 6 4	4,766 6 0	-	229 17 4	353 15 1	153 15 0	438 13 10	1,143 16 2
5 0 0	-	-	-	-	-	-	1 0 0	4 0 0	-
0 0 0	175 12 8	51 17 10	29 0 3	-	-	10 18 1	-	25 0 0	30 0 0
6 2 6	r 1,026 15 9	409 7 8	1,264 18 3	-	-	128 19 8	-	c 50 0 0	c 300 0 0
3 0 0	72 12 6	15 18 0	27 5 5	-	-	19 19 6	-	25 0 0	6 10 0
3 9 6	-	-	-	-	-	-	5 0 0	17 0 0	-
0 0 0	30 3 1	10 0 0	12 19 6	-	-	38 16 5	-	6 0 0	5 0 0
1 18 7	393 9 7	378 8 0	44 13 0	-	1 0 0	60 16 5	-	80 0 0	100 0 0
1 0 0	-	-	-	-	-	-	-	20 0 0	-
8 0 0	73 12 4	5 15 0	4 1 5	-	0 10 0	16 13 7	-	10 0 0	-
4 15 0	20 17 9	21 0 6	62 5 9	-	-	-	-	-	-
4 11 4	280 12 5	96 12 0	138 13 0	-	5 0 0	6 7 0	-	40 0 0	65 0 0
9 12 10	518 16 5	263 10 6	348 10 9	-	-	55 5 4	-	20 6 1	70 0 0
8 7 0	t 145 0 0	-	-	-	-	116 16 6	-	12 0 0	6 6 0
2 11 10	459 9 4	246 4 7	439 0 11	-	-	297 5 0	-	30 0 0	70 0 0
3 5 0	u 17 1 7	-	-	-	-	-	1 19 4	8 17 7	4 8 9
5 0 2	311 2 2	109 1 6	157 7 2	-	8 0 0	39 13 7	-	42 0 0	100 0 0
0 9 6	56 3 2	24 19 7	4 3 0	-	-	3 17 0	e 0 5 0	10 0 0	20 0 0
5 11 6	69 8 0	21 13 0	9 3 0	-	-	24 17 6	-	5 5 0	30 0 0
5 8 6	654 0 11	345 10 5	669 3 7	-	-	42 16 1	-	20 0 0	54 12 0
0 13 8	281 10 6	121 3 2	45 6 0	-	-	31 14 7	-	15 0 0	45 0 0

(Continued on page 48.)

ing payment from Holyhead Road. e Banker's commission. f Local Act expired 31st December 1875. g From sale of Trust property.  
 tolls have been levied. l Local Act expired 1st July 1875. m To accountant. n Including process of sale of materials.  
 r Including 350*l*. paid to the parishes on the Trust ceasing. s The toll-gates were removed 31st July 1875.



## ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF SALOP—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£
8. Leighton and Buildwas -	3 3 0	- - -	- - -	212 12 5	7 17 2	- - -	242
9. Minsterley and Churchstoke -	0 6 8	- - -	- - -	b 204 0 0	0 15 0	- - -	542 1
10. Oswestry -	- - -	28 0 0	- - -	- - -	27 3 5	- - -	1,909 1
11. Shiffnal District -	14 3 10	- - -	- - -	120 0 0	74 1 10	- - -	435
12. Shrewsbury (Nine Districts) -	5 7 8	1 15 7	5 2 9	- - -	75 4 7	- - -	1,420
13. Shrewsbury, Wenlock, and Bridg- north -	80 9 0	- - -	- - -	813 6 8	12 4 8	- - -	907
14. Wem and Bron-y-Garth, First District -	85 1 6	115 17 6	- - -	- - -	34 6 3	- - -	477 1
15. Ditto, Second District -	- - -	- - -	- - -	- - -	- - -	- - -	-
16. Weston Gate (Bewdley Act) -	13 9 8	26 12 11	- - -	- - -	7 14 6	- - -	160 1
17. Whitechurch and Madeley -	96 18 4	26 0 0	- - -	650 0 0	g 81 11 5	- - -	864
£	279 3 2	403 12 7	5 2 9	3,415 0 11	545 16 0	- - -	11,138
COUNTY OF SOMERSET.							
1. Bath -	48 4 4	681 5 4	38 1 4	h 230 0 0	55 9 8	- - -	4,808 1
2. Black Dog -	85 15 3	798 2 7	- - -	- - -	60 8 6	- - -	1,626 1
3. Bruton -	0 13 10	31 5 11	- - -	j 822 0 0	46 1 3	- - -	930
4. Chard -	51 5 6	2 3 8	116 7 10	k 49 19 6	175 10 10	- - -	1,386 1
5. Crewkerne -	7 8 2	136 0 3	95 8 8	n 397 0 0	44 19 9	- - -	1,429 1
6. High Ham and Ashcott -	20 7 6	51 8 3	- - -	- - -	16 4 6	- - -	98
7. Ilminster -	3 18 7	125 3 8	6 0 0	o 685 15 0	49 6 8	- - -	1,646
8. Langport, Somerton, and Castle Cary -	- - -	194 9 4	- - -	p 681 15 0	49 6 1	- - -	2,813
9. Martock and South Penkerton Roads (united) -	7 15 6	26 16 10	53 15 8	q 147 18 0	22 12 6	- - -	787 1
10. "Minehead Roads" (united) -	1 7 2	97 1 0	14 10 5	r 772 9 9	81 9 8	- - -	1,379
11. Shepton Mallet -	0 13 7	53 17 8	37 3 0	q 130 0 0	105 15 11	- - -	1,376
12. Taunton -	206 10 5	30 15 6	- - -	1,600 0 0	u 194 10 9	- - -	4,295
13. Wells -	2 0 0	263 10 0	- - -	500 0 0	62 5 6	- - -	2,285
14. West Harptrey -	22 10 8	73 9 10	- - -	v 149 12 6	12 15 6	- - -	446
15. Weston-super-Mare and Worle -	17 10 10	47 17 10	- - -	- - -	0 3 0	- - -	83 1
£	476 1 4	2,613 7 8	361 6 11	6,166 9 9	977 0 1	- - -	25,393
COUNTY OF STAFFORD.							
1. Albrighton and Tong -	0 11 8	6 3 0	- - -	100 0 0	10 12 4	- - -	122
2. Ashborne to Leek -	0 10 0	- - -	- - -	w 250 0 0	9 13 6	- - -	582 1
3. Blyth Marsh -	63 19 4	127 19 7	- - -	1,162 0 0	x 303 4 9	- - -	4,837
4. Burton-upon-Trent to Abbot's Bromley -	- - -	33 6 1	- - -	100 0 0	1 12 6	- - -	302
5. Butterton Moor End -	0 5 2	37 8 7	- - -	y 681 7 8	14 19 6	- - -	756
6. Cannock and Penkridge -	- - -	10 0 0	- - -	- - -	2 14 0	- - -	115 1
7. Cheadle (Five Districts consoli- dated) -	- - -	12 8 0	25 0 0	z 454 15 4	37 16 9	- - -	1,588
8. Darlaston -	- - -	- - -	- - -	1,194 7 6	10 5 0	- - -	1,224 1
9. Darley Moor and Ellaston -	2 15 2	- - -	- - -	- - -	10 13 6	- - -	124
10. Great Chell and Shelton -	9 2 2	- - -	- - -	90 0 0	- - -	- - -	203
11. Handsworth and Perry Bar (united) -	0 5 2	35 15 0	- - -	150 6 2	21 2 11	- - -	839
12. Hanley and Bucknall -	0 5 0	40 18 1	998 18 2	115 0 0	31 9 10	- - -	2,463
13. High Bridges and Uttoxeter -	32 17 3	0 2 11	97 10 4	- - -	18 7 10	- - -	429
14. Lawton, Burslem, and Newcastle- under-Lyme -	12 2 10	- - -	1,157 3 4	- - -	55 12 6	- - -	2,766
15. Leek, Buxton, and Monyash -	11 0 1	28 6 2	- - -	bb 1,270 10 3	8 11 0	- - -	1,350
16. Lichfield (united) -	24 10 10	- - -	- - -	- - -	52 9 8	- - -	844
17. New Biddulph -	- - -	202 15 0	- - -	- - -	29 1 1	- - -	351
18. Newcastle-under-Lyme and Ec- cleshall -	- - -	- - -	- - -	- - -	12 15 0	- - -	173
19. Newcastle-under-Lyme to Leek -	10 15 10	35 14 9	3 17 0	207 3 8	18 10 11	- - -	2,062
20. Newcastle-under-Lyme and Nant- wich -	- - -	24 7 4	- - -	dd 200 0 0	14 14 0	- - -	778

a The Local Act having expired, the remaining debt, 645*l.* 7*s.* 7*d.*, is omitted.

c None has ever been paid.

f Interest abolished by Act of Parliament.

b For debts of 320*l.*

i Including 135*l.* compensation to officers.

m The Local Act having expired, the remaining debt, 150*l.*, and arrears of interest, 135*l.*, are omitted.

g Including 54*l.* compensation to officers.

s Reduced 50*l.* unclaimed.

t Rate of interest reduced by Act of Parliament.

u Including 62*l.* 10*s.* compensation to officers.

y For debts of 683*l.* 4*s.* 8*d.*

z Including 346*l.* 10*s.* accepted in discharge of debts of 350*l.*

aa Reduced 100*l.* unclaimed for 25 years.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1875.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1875.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
064 9 9	1d.	-	-	-	5,064 9 9	-	-	-	-	280 9 11	280 9 11
730 12 6	4	-	-	-	730 12 6	21 10 0	-	-	-	667 18 9	689 8 9
064 10 10	None	-	4 10 4	-	6,069 1 2	-	-	-	-	364 4 4	364 4 4
c —	—	—	—	—	—	—	—	—	—	—	—
250 0 0	4 & 5	40 0 0	35 0 0	-	1,325 0 0	-	-	-	-	182 8 1	182 8 1
557 7 10	5	-	-	1 10 10	9,558 18 8	-	-	-	-	-	-
000 0 0	fNone	-	-	-	1,000 0 0	-	-	-	-	171 13 5	171 13 5
-	-	-	-	-	-	-	-	-	-	-	-
647 0 11	-	80 0 0	91 4 2	129 17 1	30,948 2 2	68 5 0	20 10 0	-	-	2,407 4 6	2,495 19 6
-	-	-	-	-	-	-	-	-	-	-	-
810 0 0	4½	100 0 0	-	-	14,910 0 0	-	-	148 4 1	-	297 0 3	445 4 4
0,537 14 1	fNone	-	-	-	30,537 14 1	-	-	-	-	204 0 11	204 0 11
000 0 0	1	-	-	-	3,000 0 0	120 0 0	-	-	-	767 14 8	887 14 8
m —	—	—	m —	—	—	—	—	—	—	—	—
750 0 0	4	-	-	-	2,750 0 0	-	-	-	-	177 15 5	177 15 5
590 0 0	fNone	-	-	-	1,590 0 0	-	-	-	-	34 7 0	34 7 0
100 0 0	2	25 0 0	51 0 0	-	4,176 0 0	-	-	-	-	225 17 2	225 17 2
840 0 0	3	100 18 4	55 16 1	-	3,996 14 5	-	-	-	-	622 8 1	622 8 1
550 0 0	3¾	-	-	-	550 0 0	-	-	-	-	264 1 8	264 1 8
325 0 0	3	-	3 18 0	8 1 2	2,336 19 2	-	-	-	-	-	-
250 0 0	t3	-	42 7 6	-	1,292 7 6	-	-	-	-	634 18 8	634 18 8
820 0 0	t2	6 2 9	292 16 8	-	6,118 19 5	70 0 0	-	-	-	305 3 0	375 3 0
511 2 6	fNone	-	53 9 2	-	4,564 11 8	-	-	-	-	563 17 9	563 17 9
005 0 0	2½	-	-	-	2,005 0 0	-	-	-	43 18 5	183 14 7	227 13 0
088 16 7	-	232 1 1	499 7 5	8 1 2	77,828 6 3	190 0 0	-	148 4 1	43 18 5	4,280 19 2	4,663 1 8
-	-	-	-	-	-	-	-	-	-	-	-
250 0 0	3	-	-	-	250 0 0	-	-	-	-	53 13 4	53 13 4
449 4 1	None	-	-	-	449 4 1	-	-	-	-	41 11 0	41 11 0
900 0 0	3½	23 5 2	-	-	923 5 2	-	-	-	-	112 1 6	112 1 6
23 15 4	3½	-	6 4 8	-	30 0 0	-	-	-	-	138 11 7	138 11 7
500 0 0	1	-	-	-	500 0 0	-	-	-	-	132 17 1	132 17 1
930 7 0	¾	-	19 8 5	-	949 15 5	-	-	-	-	421 2 9	421 2 9
3,955 12 6	None	-	-	-	13,955 12 6	-	-	-	-	1,111 11 2	1,111 11 2
983 0 0	None	-	-	-	1,983 0 0	-	-	-	-	165 6 1	165 6 1
910 0 0	None	-	-	-	910 0 0	-	-	-	-	168 7 10	168 7 10
450 18 5	3	-	-	80 8 0	531 6 5	-	-	-	-	-	-
900 0 0	4	-	36 0 0	-	936 0 0	-	-	-	-	132 9 4	132 9 4
600 0 0	2	-	11 18 0	145 8 11	757 6 11	-	-	-	-	-	-
-	-	727 6 4	-	-	727 6 4	469 3 4	-	-	-	1,104 19 6	1,574 2 10
-	-	-	-	-	-	-	-	-	-	-	-
290 0 0	ccNone	107 8 11	-	-	107 8 11	54 15 0	-	-	-	490 1 0	544 16 0
-	-	-	-	-	4,290 0 0	-	-	-	-	97 3 0	97 3 0
525 0 0	None	-	-	-	5,525 0 0	-	-	-	-	57 8 4	57 8 4
872 0 0	3½	309 10 6	39 7 6	-	1,220 18 0	-	-	-	-	162 16 2	162 16 2
515 0 0	None	-	-	-	515 0 0	-	-	-	-	298 0 5	298 0 5

c The Local Act having expired, the remaining debt, 1,026l. 13s. 4d., is omitted.

d Bonds actually issued for 5,600l. only.

e For debts of 375l.

f For debts of 400l.

g For debts of 750l.

h For debts of 1,494l. 14s. 6d.

i Mis-stated in previous return.

j For debts of 2,100l.

k For debts of 50l.

l For debts of 1,040l.

m For debts of 1,000l.

n For debts of 800l.

o For debts of 150l.

p Including 2104 15s. 8d. compensation to officers.

q Interest abolished and arrears extinguished by Act of Parliament.

r For debts of 222l.

s For debts of 267l. 18s. 6d.

t For debts of 2,100l.

u For debts of 150l.

v Including 2104 15s. 8d. compensation to officers.

w Interest abolished and arrears extinguished by Act of Parliament.

x For debts of 222l.

y For debts of 2,100l.

z For debts of 50l.

aa For debts of 1,040l.

ab For debts of 1,000l.

ac For debts of 800l.

ad Including 2104 15s. 8d. compensation to officers.

ae Interest abolished and arrears extinguished by Act of Parliament.

af For debts of 222l.

ag For debts of 2,100l.

ah For debts of 50l.

ai For debts of 1,040l.

aj For debts of 1,000l.

ak For debts of 800l.

al Including 2104 15s. 8d. compensation to officers.

am Interest abolished and arrears extinguished by Act of Parliament.

an For debts of 222l.

ao For debts of 2,100l.

ap For debts of 50l.

aq For debts of 1,040l.

ar For debts of 1,000l.

as For debts of 800l.

at Including 2104 15s. 8d. compensation to officers.

au Interest abolished and arrears extinguished by Act of Parliament.

av For debts of 222l.

aw For debts of 2,100l.

ax For debts of 50l.

ay For debts of 1,040l.

az For debts of 1,000l.

ba For debts of 800l.

bb Including 2104 15s. 8d. compensation to officers.

bc Interest abolished and arrears extinguished by Act of Parliament.

bd For debts of 222l.

be For debts of 2,100l.

bf For debts of 50l.

bg For debts of 1,040l.

bh For debts of 1,000l.

bi For debts of 800l.

bj Including 2104 15s. 8d. compensation to officers.

bk Interest abolished and arrears extinguished by Act of Parliament.

bl For debts of 222l.

bm For debts of 2,100l.

bn For debts of 50l.

bo For debts of 1,040l.

bp For debts of 1,000l.

bq For debts of 800l.

br Including 2104 15s. 8d. compensation to officers.

bs Interest abolished and arrears extinguished by Act of Parliament.

bt For debts of 222l.

bu For debts of 2,100l.

bv For debts of 50l.

bw For debts of 1,040l.

bx For debts of 1,000l.

by For debts of 800l.

bz Including 2104 15s. 8d. compensation to officers.

ca Interest abolished and arrears extinguished by Act of Parliament.

cb For debts of 222l.

cc For debts of 2,100l.

cd For debts of 50l.

ce For debts of 1,040l.

cf For debts of 1,000l.

cg For debts of 800l.

ch Including 2104 15s. 8d. compensation to officers.

ci Interest abolished and arrears extinguished by Act of Parliament.

cj For debts of 222l.

ck For debts of 2,100l.

cl For debts of 50l.

cm For debts of 1,040l.

cn For debts of 1,000l.

co For debts of 800l.

cp Including 2104 15s. 8d. compensation to officers.

cq Interest abolished and arrears extinguished by Act of Parliament.

cr For debts of 222l.

cs For debts of 2,100l.

ct For debts of 50l.

cu For debts of 1,040l.

cv For debts of 1,000l.

cw For debts of 800l.

cx Including 2104 15s. 8d. compensation to officers.

cy Interest abolished and arrears extinguished by Act of Parliament.

cz For debts of 222l.

ca For debts of 2,100l.

cb For debts of 50l.

cc For debts of 1,040l.

cd For debts of 1,000l.

ce For debts of 800l.

cf Including 2104 15s. 8d. compensation to officers.

cg Interest abolished and arrears extinguished by Act of Parliament.

ch For debts of 222l.

ci For debts of 2,100l.

cj For debts of 50l.

ck For debts of 1,040l.

cl For debts of 1,000l.

cm For debts of 800l.

cn Including 2104 15s. 8d. compensation to officers.

co Interest abolished and arrears extinguished by Act of Parliament.

cp For debts of 222l.

cq For debts of 2,100l.

cr For debts of 50l.

cs For debts of 1,040l.

ct For debts of 1,000l.

cu For debts of 800l.

cv Including 2104 15s. 8d. compensation to officers.

cw Interest abolished and arrears extinguished by Act of Parliament.

cx For debts of 222l.

cy For debts of 2,100l.

cz For debts of 50l.

da For debts of 1,040l.

db For debts of 1,000l.

dc For debts of 800l.

dd Including 2104 15s. 8d. compensation to officers.

de Interest abolished and arrears extinguished by Act of Parliament.

df For debts of 222l.

dg For debts of 2,100l.

dh For debts of 50l.

di For debts of 1,040l.

dj For debts of 1,000l.

dk For debts of 800l.

dl Including 2104 15s. 8d. compensation to officers.

de Interest abolished and arrears extinguished by Act of Parliament.

df For debts of 222l.

dg For debts of 2,100l.

dh For debts of 50l.

di For debts of 1,040l.

dj For debts of 1,000l.

dk For debts of 800l.

dl Including 2104 15s. 8d. compensation to officers.

de Interest abolished and arrears extinguished by Act of Parliament.

df For debts of 222l.

dg For debts of 2,100l.

dh For debts of 50l.

di For debts of 1,040l.

dj For debts of 1,000l.

dk For debts of 800l.

dl Including 2104 15s. 8d. compensation to officers.

de Interest abolished and arrears extinguished by Act of Parliament.

df For debts of 222l.

dg For debts of 2,100l.

dh For debts of 50l.

di For debts of 1,040l.

dj For debts of 1,000l.

dk For debts of 800l.

dl Including 2104 15s. 8d. compensation to officers.

de Interest abolished and arrears extinguished by Act of Parliament.

df For debts of 222l.

dg For debts of 2,100l.

dh For debts of 50l.

di For debts of 1,040l.

dj For debts of 1,000l.

dk For debts of 800l.

dl Including 2104 15s. 8d. compensation to officers.

de Interest abolished and arrears extinguished by Act of Parliament.

df For debts of 222l.

dg For debts of 2,100l.

dh For debts of 50l.

di For debts of 1,040

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	2.  Balance in Treasurers' Hands on 1st Jan. 1875.	3.  Balance due to the Treasurers on 1st Jan. 1875.	INCOME.					
			4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.	9.  Amount of Money borrowed the Secu- of the T
COUNTY OF STAFFORD—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
21. Rugeley and Stone, and Branches (united) - - -	217 3 7	- - -	753 5 0	- - -	- - -	- - -	- - -	- - -
22. Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors - -	152 11 7	- - -	661 0 0	- - -	- - -	- - -	10 16 10	- - -
23. Sedgley Roads, Old and New (united) <sup>b</sup> - - -	1,117 0 3	- - -	951 13 4	- - -	- - -	- - -	<sup>c</sup> 232 14 3	- - -
24. Spath and Hanging Bridge - -	53 0 7	- - -	222 0 0	- - -	- - -	- - -	- - -	- - -
25. Stafford District - - -	155 12 8	- - -	1,694 0 0	- - -	- - -	- - -	31 0 10	- - -
26. Stone, Lane End, and Trentham -	262 12 10	- - -	705 0 1	- - -	- - -	- - -	4 0 0	- - -
27. Stourbridge and Bridgnorth -	214 16 5	- - -	445 0 0	- - -	- - -	- - -	5 0 0	- - -
28. Streetway and Wordsley Green, and Wolverhampton and Cannock -	33 9 8	- - -	1,283 6 8	- - -	- - -	3 7 0	- - -	- - -
29. Tamworth - - -	270 14 11	- - -	865 8 8	- - -	- - -	- - -	12 6 6	- - -
30. Tunstall and Bosley - - -	248 4 11	- - -	1,000 0 0	- - -	- - -	- - -	1 10 0	- - -
31. Uttoxeter and Blythe Marsh - -	372 1 6	- - -	465 0 0	- - -	- - -	- - -	- - -	- - -
32. Uttoxeter and Callingwood Plain -	139 14 2	- - -	157 0 0	- - -	- - -	- - -	- - -	- - -
33. Uttoxeter and Stoke, and Millwich and Sandon - - -	102 18 2	- - -	182 10 0	- - -	- - -	- - -	- - -	- - -
34. Wolverhampton, Old District -	571 4 9	- - -	1,510 0 0	- - -	- - -	- - -	0 1 0	- - -
£	11,229 15 3	24 15 1	28,886 4 9	- - -	- - -	3 7 0	1,390 5 4	- - -
COUNTY OF SUFFOLK.								
1. Ipswich to Helmingham, Deben- ham, &c. - - -	396 15 2	- - -	441 0 0	- - -	- - -	- - -	- - -	- - -
2. Ipswich and Stratford - - -	71 11 2	- - -	271 0 0	- - -	- - -	- - -	- - -	- - -
3. Lakenheath to Hockwold - - -	104 16 9	- - -	193 0 0	- - -	- - -	- - -	- - -	- - -
4. Mildenhall Burnt Fen - - -	118 15 6	- - -	228 0 0	- - -	- - -	- - -	- - -	- - -
5. South Town <sup>b</sup> - - -	108 2 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -
£	800 1 5	- - -	1,133 0 0	- - -	- - -	- - -	- - -	- - -
COUNTY OF SURREY.								
1. Bedfont and Bagshot - - -	428 15 3	- - -	820 0 0	- - -	- - -	- - -	102 12 0	- - -
2. Godalming and Painshill <sup>b</sup> - -	218 18 8	- - -	158 3 2	- - -	- - -	- - -	<sup>g</sup> 55 4 0	- - -
3. Guildford and Alfold - - -	214 3 6	- - -	702 13 1	- - -	- - -	- - -	7 1 11	- - -
4. Guildford and Farnham - - -	223 11 0	- - -	277 3 3	- - -	- - -	- - -	11 6 9	- - -
5. Horsham - - -	415 14 10	- - -	1,324 11 8	- - -	- - -	- - -	15 0 0	- - -
6. Kingston and Leatherhead - -	685 12 1	- - -	445 0 0	- - -	- - -	- - -	- - -	- - -
7. Reigate - - -	695 3 5	- - -	1,463 6 8	- - -	- - -	- - -	52 16 11	- - -
£	2,881 18 9	- - -	5,190 17 10	- - -	- - -	- - -	244 1 7	- - -
COUNTY OF SUSSEX.								
1. Beeding and Old Shoreham - -	40 15 7	- - -	119 0 0	- - -	- - -	- - -	0 5 0	- - -
2. Brede - - -	10 19 3	- - -	531 15 10	- - -	- - -	- - -	- - -	- - -
3. Brighton, Cuckfield, and West Grinstead - - -	499 2 2	- - -	1,585 0 0	- - -	- - -	- - -	16 1 0	- - -
4. Brighton and Newhaven - - -	228 6 9	- - -	410 0 0	- - -	- - -	- - -	2 0 0	- - -
5. Brighton, Shoreham, and Lancing -	- - -	22 9 10	1,050 3 0	- - -	- - -	- - -	7 0 0	- - -
6. Bury - - -	18 8 9	- - -	142 6 11	- - -	- - -	- - -	- - -	- - -
7. Cowfold and Henfield - - -	116 18 4	- - -	334 5 0	- - -	- - -	- - -	- - -	- - -
8. Five Oaks - - -	211 11 8	- - -	192 10 0	- - -	- - -	- - -	1 16 6	- - -
9. Flimwell and Hastings - - -	308 10 0	- - -	1,600 8 3	- - -	- - -	- - -	<sup>i</sup> 150 0 0	- - -
10. Henfield - - -	79 7 11	- - -	173 0 0	- - -	- - -	- - -	1 5 0	- - -

a Banker's commission.

b Local Act expired 1st November 1875.

c Including proceeds of sale of Trust property.

g From sale of Trust property.

h For 1½ year.

i Allowed to parishes.

j For 2 years.



EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
753 5 0	307 5 4	32 3 6	35 18 3	- - -	- - -	35 15 5	- - -	30 0 0	50 0 0
671 16 10	288 7 10	117 9 5	71 18 2	- - -	4 15 7	17 15 9	a 0 19 11	30 0 0	50 0 0
184 7 7	- - -	- - -	- - -	- - -	- - -	- - -	- - -	40 0 0	- - -
222 0 0	71 7 6	24 9 0	5 0 9	- - -	2 0 0	1 14 0	- - -	15 0 0	25 0 0
725 0 10	380 14 2	161 10 7	694 15 1	- - -	- - -	90 0 2	- - -	75 0 0	100 0 0
709 0 1	167 3 6	66 19 3	68 7 9	- - -	- - -	13 4 9	- - -	15 0 0	60 0 0
450 0 0	147 15 0	- - -	21 19 1	- - -	- - -	- - -	- - -	10 10 0	12 12 0
286 13 8	d 955 15 0	- - -	- - -	- - -	- - -	- - -	a 29 19 6	- - -	100 0 0
877 15 2	292 11 11	129 0 6	289 7 7	- - -	- - -	93 10 2	15 0 0	30 0 0	100 0 0
001 10 0	418 6 1	195 16 9	295 16 10	- - -	- - -	7 8 2	a 0 3 6	30 0 0	35 0 0
465 0 0	159 12 5	59 8 10	2 1 6	- - -	4 7 8	5 19 0	- - -	12 0 0	25 0 0
157 0 0	e 80 0 0	- - -	- - -	- - -	- - -	- - -	- - -	7 0 0	- - -
182 10 0	53 15 9	4 0 0	5 14 0	- - -	- - -	8 6 3	- - -	12 0 0	10 10 0
510 1 0	434 0 9	206 16 6	407 15 1	- - -	- - -	24 15 0	- - -	50 0 0	120 0 0
279 17 1	8,343 3 5	3,118 16 1	5,155 5 1	- - -	25 13 3	1,193 4 11	54 7 3	796 18 8	1,594 13 9
441 0 0	52 6 9	40 15 5	97 14 0	- - -	- - -	31 6 4	8 0 0	21 0 0	37 10 0
271 0 0	43 15 0	26 8 6	30 18 3	- - -	- - -	6 10 6	- - -	- - -	26 0 0
193 0 0	- - -	- - -	- - -	- - -	10 10 2	- - -	- - -	10 0 0	- - -
228 0 0	- - -	- - -	- - -	- - -	- - -	6 1 3	- - -	10 0 0	10 0 0
- - -	f 26 0 3	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	10 10 0
133 0 0	122 2 0	67 3 11	128 12 3	- - -	10 10 2	43 18 1	8 0 0	56 0 0	84 0 0
922 12 0	180 6 0	- - -	310 14 1	- - -	- - -	123 4 11	- - -	69 0 0	67 0 0
213 7 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	9 7 11	- - -
709 15 0	149 1 8	133 1 3	219 5 8	- - -	- - -	21 2 4	- - -	20 0 0	h 7 10 0
288 10 0	58 10 1	24 17 2	19 2 9	- - -	- - -	3 1 1	- - -	15 0 0	3 3 0
1,339 11 8	230 12 2	124 8 6	359 2 11	- - -	- - -	38 7 2	- - -	40 0 0	80 0 0
445 0 0	i 150 0 0	- - -	- - -	- - -	- - -	10 4 8	- - -	30 0 0	- - -
1,516 3 7	497 6 10	- - -	216 7 11	- - -	- - -	19 15 2	20 0 0	45 0 0	60 0 0
5,434 19 5	1,265 16 9	282 6 11	1,124 13 4	- - -	- - -	215 15 4	20 0 0	228 7 11	217 13 0
119 5 0	26 9 4	- - -	25 10 0	- - -	- - -	11 11 11	- - -	7 7 0	- - -
531 15 10	54 13 6	19 7 6	67 10 9	- - -	- - -	16 0 6	5 0 0	15 0 0	25 0 0
1,601 1 0	517 16 8	561 2 6	397 11 3	- - -	2 0 0	50 18 11	- - -	40 0 0	70 0 0
412 0 0	135 7 2	- - -	113 15 6	- - -	- - -	14 10 7	- - -	25 0 0	j 31 10 0
1,057 3 0	260 16 0	34 14 6	261 18 4	- - -	- - -	30 19 1	- - -	20 0 0	81 18 0
142 6 11	k 83 3 1	- - -	- - -	- - -	- - -	2 7 3	- - -	20 14 6	- - -
334 5 0	97 12 0	59 19 0	107 5 0	- - -	- - -	31 6 9	- - -	20 0 0	21 0 0
194 6 6	35 9 4	- - -	46 15 0	- - -	- - -	0 17 6	- - -	12 12 0	12 0 0
1,750 8 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25 0 0	- - -
174 5 0	59 3 6	62 11 0	- - -	- - -	10 16 0	4 8 3	- - -	- - -	5 0 0

(Continued on page 52.)

d Including materials, &amp;c.

e Contract work.  
k Paid to parishes.f Including 26l. 0s. 3d. paid to the parish on the Trust ceasing.  
l From sale of toll-house.

## ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

## EXPENDITURE—continued.

NAMES OF COUNTIES AND TRUSTS.	20.	21.	22.	23.	24.	25.	26.
	Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE.
COUNTY OF STAFFORD—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
21. Rugeley and Stone, and Branches (united)	- - -	72 0 3	- - -	a 67 10 0	14 3 0	- - -	644 1 1
22. Sandon, Hugbridge, Hilderstone, and Draycott-in-the-Moors	0 5 0	16 2 9	80 14 6	100 0 0	24 10 2	- - -	803 0 0
23. Sedgley Roads, Old and New (united)	16 18 8	10 0 0	- - -	2,219 18 7	14 10 7	- - -	2,301 1 1
24. Spath and Hanging Bridge	27 1 8	53 7 4	- - -	- - -	3 7 10	- - -	228 1 1
25. Stafford District	7 19 0	- - -	- - -	- - -	9 0 0	- - -	1,518 1 1
26. Stone, Lane End, and Trentham	- - -	32 9 1	- - -	d 224 0 0	46 13 0	- - -	693 1 1
27. Stourbridge and Bridgnorth	- - -	38 0 0	20 18 2	d 291 10 0	3 12 1	- - -	546 1 1
28. Streetway and Wordsley Green, and Wolverhampton and Cannock	74 6 10	- - -	- - -	- - -	- - -	- - -	1,160 1 1
29. Tamworth	10 9 4	- - -	49 18 11	- - -	82 2 0	- - -	1,092 1 1
30. Tunstall and Bosley	- - -	44 3 5	20 0 0	- - -	9 16 5	- - -	1,056 1 1
31. Uttoxeter and Blythe Marsh	2 10 9	35 13 6	1 1 0	50 0 0	3 10 6	- - -	361 1 1
32. Uttoxeter and Callingwood Plain	2 11 6	- - -	11 0 0	e 150 0 0	2 5 4	- - -	252 1 1
33. Uttoxeter and Stoke, and Millwich and Sandon	2 17 0	- - -	0 15 0	- - -	3 6 5	- - -	101 1 1
34. Wolverhampton, Old District	0 11 8	- - -	64 0 10	- - -	f 360 0 5	- - -	1,668 1 1
£	314 11 11	897 1 10	2,530 17 3	9,078 9 2	1,241 4 4	- - -	34,344 1 1
COUNTY OF SUFFOLK.							
1. Ipswich to Helmingham, Deben- ham, &c.	14 2 9	113 16 1	- - -	g 119 15 0	2 14 6	- - -	539 1 1
2. Ipswich and Stratford	25 2 8	33 1 6	- - -	- - -	18 15 0	- - -	210 1 1
3. Lakenheath to Hockwold	- - -	23 16 0	- - -	100 0 0	2 12 2	- - -	146 1 1
4. Mildenhall Burnt Fen	2 2 0	18 11 5	- - -	h 95 0 0	0 13 6	- - -	142 1 1
5. South Town	39 16 6	- - -	- - -	- - -	16 16 1	- - -	108 1 1
£	81 3 11	189 5 0	- - -	314 15 0	41 11 3	- - -	1,147 1 1
COUNTY OF SURREY.							
1. Bedfont and Bagshot	60 18 10	338 17 4	- - -	- - -	6 0 10	- - -	1,156 1 1
2. Godalming and Painsbill	18 7 3	- - -	- - -	385 17 1	18 13 7	- - -	432 1 1
3. Guildford and Alford	26 15 8	32 2 9	- - -	m 99 0 0	16 8 2	- - -	724 1 1
4. Guildford and Farnham	23 2 8	2 2 4	- - -	- - -	5 5 0	- - -	154 1 1
5. Horsham	0 17 6	84 3 0	- - -	525 0 0	8 6 0	- - -	1,490 1 1
6. Kingston and Leatherhead	- - -	67 13 5	- - -	n 148 5 6	2 0 0	- - -	408 1 1
7. Reigate	17 6 6	124 17 5	- - -	o 166 0 0	36 5 11	- - -	1,202 1 1
£	147 8 5	649 16 3	- - -	1,324 2 7	92 19 6	- - -	5,569 1 1
COUNTY OF SUSSEX.							
1. Beeding and Old Shoreham	6 13 5	- - -	- - -	- - -	4 4 0	- - -	81 1 1
2. Brede	33 6 3	92 18 6	- - -	- - -	19 12 0	- - -	348 1 1
3. Brighton, Cuckfield, and West Grinstead	14 7 2	2 12 6	- - -	300 0 0	32 16 9	- - -	1,989 1 1
4. Brighton and Newhaven	0 10 0	158 0 0	71 15 1	- - -	13 5 0	- - -	563 1 1
5. Brighton, Shoreham, and Lancing	15 6 4	- - -	- - -	- - -	p 115 19 7	- - -	821 1 1
6. Bury	0 10 6	15 11 6	- - -	- - -	4 11 2	- - -	126 1 1
7. Cowfold and Henfield	16 16 1	11 5 0	- - -	- - -	3 8 10	- - -	368 1 1
8. Five Oaks	2 12 10	61 9 6	- - -	m 50 0 0	8 16 10	- - -	230 1 1
9. Flimwell and Hastings	14 10 8	321 0 5	- - -	q 845 0 0	24 14 11	- - -	1,230 1 1
10. Henfield	15 9 8	31 12 1	- - -	- - -	0 10 0	- - -	189 1 1

a For debts of 135*l*.f Including 308*l*. 3*s*. 4*d*. for gas.l The Local Act having expired, the remaining debt, 1,151*l*. 2*s*. 11*d*., is omitted.g For debts of 2,670*l*. 2*s*. 2*d*.b The Local Act having expired, the remaining debt, 2,071*l*. 5*s*. 4*d*., is omitted.g For debts of 600*l*.

h Rate of interest reduced by Act of Parliament.

m For debts of 100*l*.r Including 788*l*. at 1½ per cent., and 680*l*. 14*s*. 6*d*. not bearing interest.

## TURNPIKE TRUSTS IN ENGLAND AND WALES, 1875.

53

DEBTS.						ARREARS OF INCOME.					
27. Bonded or Mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1875.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1875.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3,467 10 0	2	-	- - -	- - -	3,467 10 0	- - -	- - -	- - -	- - -	325 12 10	325 12 10
200 0 0	5	-	- - -	- - -	200 0 0	- - -	- - -	0 1 0	0 3 0	21 8 4	21 12 4
1,249 5 0	c None	-	- - -	- - -	1,249 5 0	- - -	- - -	- - -	- - -	46 12 6	46 12 6
2,800 0 0	1	-	- - -	- - -	2,800 0 0	- - -	- - -	- - -	- - -	361 14 6	361 14 6
300 0 0	4	-	14 0 0	- - -	314 0 0	- - -	- - -	- - -	- - -	277 15 7	277 15 7
- - -	-	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	118 0 1	118 0 1
- - -	-	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	160 2 0	160 2 0
2,071 0 0	2	-	- - -	- - -	2,071 0 0	23 6 8	- - -	- - -	- - -	56 9 8	79 16 4
1,850 0 0	2	-	- - -	- - -	1,850 0 0	- - -	- - -	- - -	- - -	193 3 9	193 3 9
952 10 6	None	-	- - -	- - -	952 10 6	- - -	- - -	- - -	- - -	475 16 4	475 16 4
- - -	-	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	43 17 4	43 17 4
3,775 0 0	None	-	- - -	- - -	3,775 0 0	7 10 0	- - -	- - -	- - -	184 3 9	191 13 9
- - -	-	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	413 5 6	413 5 6
1,720 2 10	- -	1,167 10 11	126 18 7	225 16 11	51,240 9 3	554 15 0	- - -	0 1 0	0 3 0	7,366 2 3	7,921 1 3
2,987 17 6	h 1	-	187 17 6	- - -	2,987 17 6	- - -	- - -	- - -	- - -	298 14 4	298 14 4
1,131 12 6	c None	-	6 12 6	- - -	1,131 12 6	- - -	- - -	- - -	- - -	131 19 9	131 19 9
4,818 0 0	2½	-	- - -	- - -	4,818 0 0	- - -	- - -	- - -	- - -	150 18 5	150 18 5
1,728 2 2	1	-	17 2 2	- - -	1,728 2 2	- - -	- - -	- - -	- - -	204 7 4	204 7 4
- - -	-	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
10,615 12 2	- -	-	111 12 2	- - -	10,615 12 2	- - -	- - -	- - -	- - -	785 19 10	785 19 10
4,700 0 0	c None	-	- - -	- - -	4,700 0 0	- - -	- - -	46 17 8	- - -	195 5 3	242 2 11
1,162 0 0	4	16 0 0	46 0 0	- - -	1,162 0 0	- - -	- - -	- - -	- - -	199 11 0	199 11 0
446 18 0	3	20 0 0	6 18 0	- - -	446 18 0	- - -	- - -	- - -	- - -	357 16 11	357 16 11
1,600 0 0	4	-	- - -	- - -	1,600 0 0	- - -	- - -	15 0 0	- - -	264 9 3	279 9 3
6,997 1 9	1½	189 15 0	419 11 9	- - -	6,997 1 9	- - -	- - -	10 0 0	- - -	722 8 6	732 8 6
6,185 8 0	2	-	115 8 0	- - -	6,185 8 0	- - -	- - -	- - -	- - -	1,008 7 3	1,008 7 3
21,091 7 9	- -	225 15 0	587 17 9	- - -	21,091 7 9	- - -	- - -	71 17 8	- - -	2,747 18 2	2,819 15 10
1,733 2 0	3	-	143 2 0	- - -	1,733 2 0	- - -	- - -	- - -	- - -	78 4 11	78 4 11
3,108 16 0	c None	-	23 16 0	- - -	3,108 16 0	- - -	- - -	- - -	- - -	194 6 1	194 6 1
8,058 0 0	2	-	158 0 0	- - -	8,058 0 0	- - -	- - -	- - -	- - -	110 17 5	110 17 5
1,533 9 9	None	8 9 9	- - -	- - -	1,533 9 9	- - -	- - -	- - -	- - -	76 13 5	76 13 5
1,125 0 0	1	-	- - -	- - -	1,125 0 0	- - -	- - -	- - -	- - -	213 1 4	213 1 4
4,100 12 0	1½	-	60 12 0	- - -	4,100 12 0	- - -	- - -	- - -	- - -	33 17 8	33 17 8
11,362 9 10	3	-	746 5 7	- - -	11,362 9 10	- - -	- - -	- - -	- - -	82 10 8	82 10 8
3,134 10 0	1	-	- - -	- - -	3,134 10 0	- - -	- - -	- - -	- - -	175 5 2	175 5 2
- - -	-	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	828 12 3	828 12 3
- - -	-	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	64 2 5	64 2 5

c Interest abolished by Act of Parliament.

d For debts of 350l.

e For debts of 238l. 2s. 0d.

i A portion extinguished.

j Including 3,918l. not bearing interest.

k For debts of 112l.

n For debts of 349l. 6s. 8d.

o For debts of 220l.

p Including 103l. 6s. 10d. for lighting and watering.



## ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	2.  Balance in Treasurers Hands on 1st Jan. 1875.	3.  Balance due to the Treasurers on 1st Jan. 1875.	INCOME.						9.  Amount Money borrowed the Secur- of the Tol
			4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.		
COUNTY OF SUSSEX— <i>cont.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
11. Hollington and Hastings <i>a</i> - -	111 1 8	- - -	539 0 0	- - -	- - -	- - -	<i>b</i> 334 3 1	- -	
12. Horsham and Steyning - -	107 18 4	- - -	498 0 0	- - -	- - -	- - -	10 12 7	- -	
13. Lewes to Eastbourne and Hailsham	238 14 9	- - -	694 13 6	- - -	- - -	- - -	1 4 0	- -	
14. Mayfield and Wadhurst - -	379 3 11	- - -	1,624 5 0	- - -	- - -	- - -	- - -	- -	
15. New Chapel, Lindfield, and Brighthelmston - -	81 12 4	- - -	668 0 0	414 13 3	- - -	- - -	4 4 1	- -	
16. Petworth - -	357 5 5	- - -	991 0 0	- - -	- - -	1 0 0	15 13 3	- -	
17. Pyecombe and Hicksted - -	287 12 8	- - -	358 15 0	- - -	- - -	- - -	1 15 0	- -	
18. Saint Leonards and Sedlescomb <i>a</i> -	462 15 0	- - -	603 0 0	- - -	- - -	- - -	<i>c</i> 80 0 0	- -	
19. Staplecross - -	24 12 7	- - -	260 0 0	- - -	- - -	- - -	- - -	- -	
20. Storrington and Ball's Hutt - -	64 16 10	- - -	217 5 0	- - -	- - -	- - -	- - -	- -	
21. Storrington and Wiston - -	- - -	12 14 9	499 10 0	- - -	- - -	0 2 6	- - -	- -	
22. Tunbridge Wells to Maresfield and New Road (united) - -	343 16 3	- - -	818 10 0	- - -	- - -	- - -	- - -	- -	
23. Worthing and Branch - -	103 13 9	- - -	389 6 4	- - -	- - -	- - -	- - -	- -	
£	4,077 3 11	35 4 7	14,299 13 10	414 13 3	- - -	1 2 6	625 19 6	- -	
<hr/>									
COUNTY OF WARWICK.									
1. Birmingham and Blakedown Pool	820 9 4	- - -	901 13 4	- - -	- - -	- - -	29 14 1	- -	
2. Castle Bromwich and Birmingham, &c. (united) - -	207 14 0	- - -	562 1 8	- - -	- - -	- - -	- - -	- -	
3. Dunchurch and Southam - -	- - -	8 13 7	121 0 0	73 0 0	- - -	- - -	- - -	- -	
4. Fillongley and Over Whitacre <i>a</i> -	121 11 9	- - -	168 10 2	- - -	- - -	- - -	<i>c</i> 159 10 0	- -	
5. Finford Bridge and Banbury - -	160 12 8	- - -	638 13 4	107 10 11	- - -	0 15 0	- - -	- -	
6. Hinckley and Coventry - -	9 3 2	- - -	1,021 5 0	- - -	- - -	- - -	141 6 10	- -	
7. Mancetter and Wolvey Heath <i>a</i> -	216 1 7	- - -	156 13 4	- - -	- - -	- - -	<i>c</i> 25 7 0	- -	
8. Rugby and Hinckley, and Rugby and Kilworth, and Lutterworth (united) - -	503 0 10	- - -	991 1 10	- - -	- - -	- - -	- - -	- -	
9. Rugby and Warwick - -	222 15 1	- - -	402 10 0	- - -	- - -	- - -	1 10 0	- -	
10. Stratford and Edgehill - -	22 17 8	- - -	270 3 10	- - -	- - -	- - -	85 10 0	- -	
11. Stratford-upon-Avon and Long Compton - -	142 2 10	- - -	999 0 5	- - -	- - -	- - -	4 19 2	- -	
12. Warwick, Coventry, and Leam- ington <i>a</i> - -	1,074 8 11	- - -	760 0 0	- - -	- - -	- - -	<i>b</i> 285 13 10	- -	
£	3,500 17 10	8 13 7	6,992 12 11	180 10 11	- - -	0 15 0	733 10 11	- -	
<hr/>									
COUNTY OF WESTMORLAND.									
1. Ambleside <i>a</i> - -	218 5 1	- - -	1,034 10 0	- - -	- - -	- - -	<i>b</i> 837 16 1	- -	
2. Brough and Eamont Bridge - -	31 13 1	- - -	230 0 0	- - -	- - -	- - -	19 0 0	- -	
3. Heronsyke and Eamont Bridge - -	375 4 3	- - -	554 0 0	- - -	- - -	- - -	1 14 0	- -	
4. Kirkby Lonsdale, Kendal, and Milnthorpe - -	218 2 10	- - -	529 15 0	- - -	- - -	0 3 0	3 9 10	- -	
5. Kirkby Stephen and Hawes - -	392 0 3	- - -	<i>f</i> 8 12 0	- - -	- - -	- - -	<i>c</i> 147 14 0	- -	
£	1,235 5 6	- - -	2,356 17 0	- - -	- - -	0 3 0	1,009 13 11	- -	

*a* Local Act expired 1st November 1875.  
*e* Including 832*l.* paid to the parishes on the Trust ceasing.

*b* Including proceeds of sale of Trust property.  
*f* Local Act expired 1st November 1874.

10.	EXPENDITURE.								
	11.	12.	13.	14.	15.	16.	17.	18.	19.
	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
TOTAL INCOME.							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
873 3 1	- - -	- - -	- - -	- - -	- - -	4 15 6	- - -	20 0 0	- - -
508 12 7	137 14 1	- - -	73 14 10	- - -	- - -	16 12 9	- - -	13 0 0	15 0 0
695 17 6	133 8 7	193 9 9	84 18 2	- - -	14 18 0	9 12 6	- - -	15 0 0	60 0 0
624 5 0	218 4 7	527 1 0	416 2 5	- - -	- - -	12 5 0	- - -	50 0 0	55 4 3
086 17 4	255 18 2	212 13 10	311 12 11	- - -	10 12 6	19 19 5	- - -	20 0 0	30 0 0
007 13 3	297 8 6	183 16 5	172 15 10	- - -	1 10 0	34 4 6	15 0 0	32 8 0	77 12 0
360 10 0	110 6 9	83 9 0	23 7 0	- - -	18 9 0	19 10 1	- - -	- - -	10 0 0
683 0 0	57 10 9	71 7 0	101 11 3	- - -	- - -	24 3 4	- - -	12 0 0	10 0 0
260 0 0	27 17 6	31 15 0	23 17 6	- - -	- - -	1 6 0	2 10 0	10 0 0	12 0 0
217 5 0	36 15 8	- - -	57 15 0	- - -	- - -	4 5 2	- - -	12 12 0	- - -
499 12 6	45 6 1	7 0 0	293 10 0	- - -	- - -	17 14 9	- - -	18 18 0	- - -
818 10 0	130 2 4	254 13 7	179 14 0	- - -	- - -	9 8 6	- - -	20 0 0	40 0 0
389 6 4	88 2 10	4 6 0	37 17 6	- - -	- - -	34 3 3	- - -	20 0 0	33 6 8
5,341 9 1	2,809 6 5	2,307 6 1	2,797 2 3	- - -	58 5 6	371 1 6	22 10 0	429 11 6	589 10 11
931 7 5	212 14 8	55 8 0	44 19 11	- - -	7 12 0	31 10 0	- - -	25 0 0	75 0 0
562 1 8	190 3 0	34 16 0	61 4 0	- - -	- - -	15 15 11	- - -	18 15 0	31 5 0
194 0 0	50 4 3	26 1 9	45 1 5	- - -	- - -	3 9 0	2 2 0	5 0 0	5 0 0
328 0 2	87 3 7	4 15 5	28 19 2	- - -	- - -	- - -	- - -	- - -	20 0 0
746 19 3	235 19 3	40 15 8	177 14 11	- - -	- - -	3 1 1	20 0 0	10 0 0	45 0 0
1,162 11 10	484 4 7	120 5 11	328 12 1	- - -	- - -	- - -	- - -	31 10 0	60 0 0
182 0 4	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	20 0 0
991 1 10	267 0 9	55 12 4	172 5 1	- - -	- - -	50 18 6	- - -	19 0 0	71 0 0
404 0 0	100 5 6	45 3 4	102 10 3	- - -	- - -	9 3 8	- - -	9 0 0	21 0 0
355 13 10	201 8 1	76 0 5	23 3 5	- - -	2 12 1	1 17 6	- - -	5 0 0	- - -
1,003 19 7	326 15 0	- - -	52 17 2	- - -	15 4 1	136 9 2	- - -	21 0 0	42 0 0
1,045 13 10	139 2 4	34 16 0	14 9 3	- - -	12 10 0	14 1 4	- - -	47 5 0	62 10 0
7,907 9 9	2,295 1 0	493 14 10	1,051 16 8	- - -	37 18 2	266 6 2	22 2 0	206 10 0	452 15 0
1,872 6 1	1,500 7 10	100 0 0	141 15 8	83 6 0	19 10 0	3 18 1	10 0 0	20 0 0	30 0 0
249 0 0	77 3 6	20 10 0	9 8 2	- - -	- - -	10 9 9	- - -	15 0 0	25 0 0
555 14 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
533 7 10	296 5 2	28 4 4	36 14 10	- - -	- - -	15 11 4	6 0 0	12 10 0	25 0 0
156 6 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	g 4 0 0	- - -
3,366 13 11	1,873 16 6	148 14 4	187 18 8	83 6 0	19 10 0	29 19 2	16 0 0	66 10 0	80 0 0

(Continued on page 56.)

e From sale of Trust property. d Including 54*l.* 0*s.* 7*d.* paid to the parishes on the Trust ceasing.  
g For two years.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE
COUNTY OF SUSSEX—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
11. Hollington and Hastings - -	89 17 4	2 0 11	- - -	a 864 11 5	2 19 7	- - -	984 4
12. Horsham and Steyning - -	14 18 2	127 10 11	- - -	- - -	8 3 4	- - -	406 14
13. Lewes to Eastbourne and Hailsham	0 10 6	- - -	- - -	- - -	64 10 11	- - -	576 8
14. Mayfield and Wadhurst - -	23 18 6	81 2 2	- - -	c 200 0 0	70 13 9	- - -	1,654 11
15. New Chapel, Lindfield, and Brighthelmston - -	18 17 2	46 18 4	5 0 0	d 81 12 4	34 9 1	- - -	1,047 13
16. Petworth - -	1 0 6	57 8 6	- - -	296 19 2	16 16 10	- - -	1,187 0
17. Pyecombe and Hicksted - -	19 16 10	- - -	- - -	e 210 5 0	6 12 0	- - -	501 15
18. Saint Leonards and Sedlescomb - -	30 0 2	9 17 2	- - -	700 0 0	f 129 5 4	- - -	1,145 15
19. Staplecross - -	7 3 8	40 4 4	- - -	- - -	14 17 7	- - -	171 11
20. Storrington and Ball's Hutt - -	23 14 8	9 10 0	- - -	- - -	11 13 4	- - -	156 5
21. Storrington and Wiston - -	45 10 2	62 4 1	- - -	- - -	12 8 2	- - -	502 11
22. Tunbridge Wells to Maresfield and New Road (united) - -	7 10 0	26 19 11	- - -	- - -	58 16 11	- - -	727 5
23. Worthing and Branch - -	18 0 8	32 8 1	- - -	- - -	4 14 6	- - -	272 19
£	421 1 3	1,190 13 11	76 15 1	3,548 7 11	664 0 5	- - -	15,285 12
COUNTY OF WARWICK.							
1. Birmingham and Blakedown Pool	14 19 8	43 13 10	- - -	h 95 0 0	i 75 15 0	- - -	681 13
2. Castle Bromwich and Birmingham, &c. (united) - -	- - -	2 6 3	- - -	- - -	22 12 8	- - -	376 17
3. Dunchurch and Southam - -	9 0 3	13 15 0	- - -	- - -	1 13 2	- - -	161 6
4. Fillongley and Over Whitacre - -	45 10 3	8 14 4	- - -	133 13 9	j 120 15 5	- - -	449 11
5. Finford Bridge and Banbury - -	35 16 0	11 1 9	- - -	100 0 0	43 7 6	- - -	722 16
6. Hinckley and Coventry - -	29 8 8	- - -	- - -	- - -	85 8 5	- - -	1,139 9
7. Mancetter and Wolvey Heath - -	3 1 0	11 13 4	- - -	k 323 17 1	24 10 6	- - -	398 1
8. Rugby and Hinckley, and Rugby and Kilworth, and Lutterworth (united) - -	1 5 3	18 14 9	- - -	l 457 0 0	10 14 3	- - -	1,123 10
9. Rugby and Warwick - -	1 0 0	16 15 11	- - -	m 198 10 0	10 11 6	- - -	514 0
10. Stratford and Edgehill - -	1 0 0	20 0 2	- - -	50 0 0	14 12 3	- - -	395 13
11. Stratford-upon-Avon and Long Compton - -	1 0 3	73 1 2	- - -	100 0 0	n 177 8 5	- - -	945 15
12. Warwick, Coventry, and Leam- ington - -	49 5 0	57 2 1	- - -	o 1,632 11 11	56 9 10	- - -	2,120 2
£	191 6 4	276 18 7	- - -	3,090 12 9	643 18 11	- - -	9,029 0
COUNTY OF WESTMORLAND.							
1. Ambleside - -	35 14 3	p 26 19 10	89 14 0	p 25 0 0	4 5 6	- - -	2,090 11
2. Brough and Eamont Bridge - -	- - -	89 7 4	- - -	- - -	0 15 0	- - -	247 13
3. Heronsyke and Eamont Bridge - -	- - -	172 14 5	- - -	q 350 0 0	2 8 3	- - -	540 2
4. Kirkby Lonsdale, Kendal, and Milnthorpe - -	- - -	31 5 5	- - -	200 0 0	7 11 0	- - -	659 2
5. Kirkby Stephen and Hawes - -	- - -	- - -	- - -	172 10 0	0 14 3	- - -	177 4
£	35 14 3	320 7 0	89 14 0	747 10 0	15 14 0	- - -	3,714 13

(Continued from page 55.)

d. For debts of 224l. e For debts of 1,620l. f Including 36l. compensation to the clerk.  
j Including 110l. compensation to officers. k For debts of 700l. l For debts of 618l. 8s. 3d.  
p Including portion retained in hand. q For debts of 616l. 13s. 4d.



DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1875.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in 'Treasurers' Hands on 31st Dec. 1875.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<i>b</i> —	—	—	—	—	—	—	—	—	—	—	—
4,055 0 0	3	—	121 13 0	—	4,176 13 0	—	—	—	—	209 16 10	209 16 10
1,812 3 0	4	—	—	—	1,812 3 0	—	—	—	—	358 3 10	358 3 10
4,692 8 0	1	—	—	—	4,692 8 0	—	—	—	—	120 15 11	120 15 11
1,559 0 10	3½	—	—	—	1,559 0 10	—	—	—	—	177 18 5	177 18 5
6,539 10 0	None	—	—	—	6,539 10 0	78 15 0	—	—	—	146 7 0	225 2 0
1,000 0 0	4	—	—	—	1,000 0 0	—	—	—	—	113 1 0	113 1 0
4,930 0 0	<i>g</i> None	—	—	—	4,930 0 0	—	—	—	—	125 16 0	125 16 0
1,762 10 0	3½	—	61 13 9	15 13 6	1,839 17 3	—	—	—	—	—	—
900 0 0	3	—	—	—	900 0 0	—	—	—	—	435 1 0	435 1 0
1,000 0 0	2	—	20 0 0	—	1,020 0 0	—	—	—	—	220 0 7	220 0 7
1,266 6 1	—	8 9 9	1,335 2 4	15 13 6	62,625 11 8	78 15 0	—	—	—	4,113 9 2	4,192 4 2
1,607 0 0	3	—	—	—	1,607 0 0	165 0 0	—	—	—	1,070 3 8	1,235 3 8
546 0 0	2	—	131 12 2	—	677 12 2	—	—	—	—	392 17 10	392 17 10
1,100 0 0	<i>g</i> None	—	66 17 6	—	1,166 17 6	—	—	—	—	23 19 7	23 19 7
220 0 0	3	—	—	—	220 0 0	—	—	—	—	184 15 9	184 15 9
—	—	—	—	—	—	—	—	—	—	32 5 4	32 5 4
901 1 0	2	—	10 5 6	—	911 6 6	—	—	—	—	370 11 9	370 11 9
689 14 0	2	—	—	—	689 14 0	—	—	—	—	112 14 11	112 14 11
950 0 0	2	—	—	17 2 5	967 2 5	—	—	—	—	—	—
1,700 0 0	4	—	69 19 0	—	1,769 19 0	—	—	—	—	200 7 2	200 7 2
—	—	—	—	—	—	—	—	—	—	—	—
7,713 15 0	—	—	278 14 2	17 2 5	8,009 11 7	165 0 0	—	—	—	2,387 16 0	2,552 16 0
2,979 0 0	3	—	—	—	2,979 0 0	—	—	—	—	32 19 4	32 19 4
6,694 15 6	2½	—	—	—	6,694 15 6	—	—	—	—	390 15 7	390 15 7
814 19 1	2½	—	—	—	814 19 1	—	—	—	—	92 8 7	92 8 7
225 0 0	2	—	—	—	225 0 0	—	—	—	—	371 2 0	371 2 0
10,713 14 7	—	—	—	—	10,713 14 7	—	—	—	—	887 5 6	887 5 6

*b* The Local Act having expired, the remaining debt, 975*l.* 1*s.* 4*d.*, is omitted.*g* Interest abolished by Act of Parliament.*m* For debts of 427*l.* 10*s.**h* For debts of 100*l.**n* Including 149*l.* 2*s.* 3*d.* paid to Clifford Trust.*c* For debts of 294*l.* 2*s.* 4*d.**i* Including 60*l.* 8*s.* for lighting.*o* For debts of 1,870*l.*

## ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	INCOME.							
	2.  Balance in Treasurers' Hands on 1st Jan. 1875.	3.  Balance due to the Treasurers on 1st Jan. 1875.	4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.	9.  Amount of Money borrowed the Securi- of the Tol
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
COUNTY OF WILTS.								
1. Burford, Leachdale, and Swindon <i>a</i>	16 9 1	- - -	384 0 0	- - -	- - -	- - -	<i>b</i> 182 0 0	- - -
2. Kennet and Amesbury -	481 7 9	- - -	510 7 5	- - -	- - -	- - -	- - -	- - -
3. Malmesbury, Second District -	22 19 3	- - -	1,218 3 3	- - -	- - -	- - -	- - -	- - -
4. Ditto, Third District -	71 10 9	- - -	613 13 0	- - -	- - -	- - -	- - -	- - -
5. Marlborough and Salisbury -	231 13 3	- - -	712 6 3	- - -	- - -	- - -	55 17 0	- - -
6. Marshfield -	103 18 2	- - -	468 17 6	- - -	- - -	- - -	3 10 0	- - -
7. Melksham -	387 2 2	- - -	638 15 0	- - -	- - -	- - -	13 10 1	- - -
8. Swindon, Calne, and Cricklade, Third District -	191 10 0	- - -	423 0 0	100 10 0	- - -	0 5 0	5 5 0	- - -
9. Swindon and Christian Malford, or First District -	846 10 8	- - -	818 6 8	245 10 7	- - -	- - -	19 5 0	- - -
10. Swindon and Cold Harbour -	130 16 4	- - -	461 0 0	- - -	- - -	- - -	3 18 0	- - -
11. Swindon and Marlborough <i>d</i> -	165 3 3	- - -	340 0 0	- - -	- - -	- - -	<i>e</i> 142 6 0	- - -
12. Wootton Bassett and Marlborough -	- - -	3 19 7	239 16 8	- - -	- - -	- - -	42 0 0	- - -
£	2,649 0 8	3 19 7	6,828 5 9	346 0 7	- - -	0 5 0	467 11 1	- - -
COUNTY OF WORCESTER.								
1. Birmingham, Redditch, and Per- shire -	528 4 7	- - -	953 18 4	- - -	- - -	- - -	9 4 5	- - -
2. Broadway and Mickleton -	36 13 4	- - -	106 1 6	100 0 0	- - -	- - -	- - -	- - -
3. Doglane Gate <i>a</i> -	14 9 11	- - -	157 2 6	100 0 0	- - -	- - -	<i>e</i> 62 12 10	- - -
4. Droitwich Roads -	406 10 4	- - -	1,086 5 0	- - -	- - -	- - -	46 14 0	- - -
5. Dudley, Hales Owen, and Broms- grove; Dudley and New Inn; and Dudley and Wolverhampton (united) -	776 9 4	- - -	3,638 0 0	- - -	- - -	- - -	- - -	- - -
6. Evesham, First District, Bretforton and Stonebow Divi- sions (united) <i>a</i> -	524 7 4	- - -	535 13 3	- - -	- - -	- - -	<i>e</i> 355 11 5	- - -
7. Ditto, Pershore Division -	129 2 0	- - -	475 0 0	- - -	- - -	- - -	- - -	- - -
8. Hundred House, First District -	- - -	9 9 8	756 12 6	35 18 4	- - -	- - -	9 4 4	- - -
9. Ditto, Second District -	35 9 9	- - -	120 0 0	140 0 0	- - -	- - -	- - -	- - -
10. Stourbridge, First and Second Districts (united) -	2,284 3 0	- - -	3,026 15 0	- - -	- - -	- - -	5 4 0	- - -
11. Tinker's Gate <i>a</i> -	164 4 1	- - -	51 1 3	- - -	- - -	- - -	<i>b</i> 17 15 0	- - -
12. Welch Gate <i>a</i> -	870 1 0	- - -	487 1 6	- - -	- - -	- - -	<i>e</i> 88 4 8	- - -
£	5,769 14 8	9 9 8	11,393 10 10	375 18 4	- - -	- - -	594 10 8	- - -
COUNTY OF YORK.								
1. Balby to Worksope -	99 5 2	- - -	583 6 8	99 19 10	- - -	- - -	8 0 0	- - -
2. Barnsdale and Leeds, and Branch	1,391 0 9	- - -	689 10 0	- - -	- - -	0 8 0	- - -	- - -
3. Barnsley and Shepley Lane Head <i>n</i>	209 12 7	- - -	122 10 0	- - -	- - -	- - -	<i>e</i> 137 7 9	- - -
4. Bawtry and Selby -	648 19 4	- - -	469 6 8	- - -	- - -	- - -	- - -	- - -
5. Bawtry and Tinsley -	140 14 3	- - -	550 0 0	- - -	- - -	- - -	- - -	- - -
6. Beverley, Hessle, and North Cave	262 15 8	- - -	752 6 8	140 18 8	69 2 0	- - -	4 13 0	- - -
7. Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (united)	1 3 5	- - -	1,257 0 0	439 0 0	- - -	- - -	22 2 3	- - -
8. Boroughbridge to Catterick and Piersebridge <i>a</i> -	68 0 11	- - -	371 13 4	- - -	- - -	- - -	<i>e</i> 386 11 4	- - -
9. Bradford and Huddersfield <i>a</i> -	1,550 4 8	- - -	1,890 6 8	- - -	- - -	- - -	<i>e</i> 505 4 10	- - -
10. Collingham and York <i>a</i> -	131 7 5	- - -	175 0 0	- - -	- - -	- - -	<i>e</i> 114 8 1	- - -
11. Colne and Broughton <i>g</i> -	372 4 11	- - -	274 15 5	- - -	- - -	- - -	<i>e</i> 83 18 7	- - -
12. Doncaster and Selby -	- - -	- - -	325 0 0	- - -	- - -	- - -	- - -	- - -

*a* Local Act expired 1st November 1875.*b* From sale of Trust property.*c* Including 69*l.* 12*s.* 1*d.* paid to the parishes on the Trust ceasing.*f* Including 23*l.* 9*s.* paid to the parishes on the Trust ceasing.*g* Banker's commission.*h* Paid to parishes.*i* Including 703*l.* 19*s.* 6*d.* paid to the parishes on the Trust ceasing.*m* For two years.*n* Local Act was repealed 1st August 1875.*q* The Local Act was repealed on 31st December 1875.*r* Including 156*l.* 5*s.* 7*d.* paid to the parishes on the Trust ceasing.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
566 0 0	c 419 12 1	- - -	- - -	- - -	- - -	1 3 6	10 0 0	20 0 0	- - -
510 7 5	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	20 0 0	- - -
218 3 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
613 13 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	- - -
768 3 3	107 8 8	54 3 6	72 7 5	- - -	- - -	10 5 8	- - -	25 0 0	62 10 0
472 7 6	216 0 7	115 2 8	122 8 6	- - -	2 10 0	17 1 9	- - -	15 0 0	40 0 0
652 5 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15 0 0	- - -
529 0 0.	55 6 4	70 4 9	52 9 6	- - -	- - -	1 8 9	- - -	15 0 0	16 0 0
083 2 3	247 4 5	120 7 8	138 18 11	- - -	1 14 0	10 12 9	- - -	27 0 0	43 0 0
464 18 0	55 1 5	13 1 6	23 13 11	- - -	- - -	9 11 4	- - -	14 3 4	20 16 4
432 6 0	f 100 7 9	36 9 0	14 10 3	- - -	7 5 0	7 16 1	- - -	16 0 0	20 0 0
281 16 8	71 11 1	34 0 0	19 6 0	- - -	- - -	8 8 11	- - -	18 6 8	16 6 8
642 2 5	1,272 12 4	443 9 1	443 14 6	- - -	11 9 0	66 8 9	20 0 0	225 10 0	218 13 0
963 2 9	245 12 11	73 9 6	57 6 2	- - -	17 0 0	28 8 1	- - -	30 0 0	70 0 0
206 1 6	100 0 0	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	- - -
319 15 4	49 13 11	48 10 4	12 12 9	- - -	1 10 0	2 5 6	g 3 18 11	12 0 0	37 10 0
132 19 0	h 608 12 4	- - -	2 5 6	- - -	- - -	- - -	- - -	45 0 0	- - -
638 0 0	1,243 9 4	684 3 4	771 1 7	137 0 0	24 6 0	196 15 0	i 35 5 2	105 0 0	300 0 0
891 4 8	166 2 0	95 14 0	180 16 6	- - -	- - -	6 7 0	- - -	12 12 0	40 0 0
475 0 0	190 15 4	35 3 2	63 8 3	- - -	- - -	35 8 5	- - -	23 5 0	32 0 0
801 15 2	181 1 10	53 19 9	9 13 0	- - -	- - -	10 10 0	g 6 14 0	23 0 0	80 0 0
260 0 0	38 14 7	11 18 0	1 18 7	- - -	- - -	0 7 6	- - -	3 0 0	- - -
031 19 0	j 1,495 14 4	81 1 6	341 12 3	- - -	- - -	20 9 0	- - -	102 10 0	102 10 0
68 16 3	k 114 16 10	- - -	- - -	- - -	- - -	- - -	- - -	6 0 0	- - -
575 6 2	l 827 15 2	186 14 11	12 18 10	- - -	- - -	2 6 0	- - -	m 36 0 0	56 5 0
1,363 19 10	5,262 8 7	1,270 14 6	1,453 13 5	137 0 0	42 16 0	302 16 6	50 18 1	403 7 0	718 5 0
691 6 6	180 17 9	63 0 4	47 4 8	- - -	- - -	4 3 10	- - -	- - -	30 0 0
689 18 0	- - -	- - -	- - -	- - -	- - -	66 12 4	6 0 0	30 0 0	100 0 0
259 17 9	o 112 0 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
469 6 8	p 86 8 5	- - -	- - -	- - -	- - -	0 6 0	- - -	63 7 0	- - -
550 0 0	171 15 0	64 6 6	50 4 4	- - -	- - -	4 0 10	- - -	- - -	30 0 0
967 0 4	169 19 4	30 7 10	249 15 3	- - -	- - -	6 6 11	- - -	10 0 0	50 0 0
1,718 2 3	446 9 5	529 11 3	382 19 3	- - -	- - -	20 14 3	- - -	25 0 0	80 0 0
758 4 8	108 16 4	1 15 0	2 8 0	- - -	2 0 0	5 5 6	15 0 0	30 0 0	80 0 0
2,395 11 6	- - -	- - -	- - -	- - -	- - -	29 18 0	- - -	30 0 0	38 15 3
289 8 1	175 18 2	0 19 6	49 13 0	- - -	- - -	9 13 4	- - -	31 13 4	20 16 8
358 14 0	r 281 6 9	- - -	- - -	- - -	- - -	7 11 4	- - -	10 0 0	7 0 0
325 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -

(Continued on page 60.)

d Local Act expired 31st December 1875.  
i Including Banker's charges. j Including contract work.  
e Including proceeds of sale of Trust property.  
k Including 52l. 0s. 10d. paid to the parishes on the Trust ceasing.  
o Including 90l. 7s. 4d. paid to the parishes on the Trust ceasing. p Allowance to townships.



NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF WILTS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Burford, Leachdale, and Swindon -	67 18 6	- - -	- - -	- - -	a 63 15 0	- - -	582 9
2. Kennet and Amesbury -	6 14 0	- - -	- - -	427 10 0	23 11 0	- - -	487 15
3. Malmesbury, Second District -	- - -	144 4 8	- - -	941 3 4	20 13 1	- - -	1,126 1
4. Ditto, Third District -	- - -	178 16 5	- - -	384 10 0	13 3 10	- - -	596 10
5. Marlborough and Salisbury -	21 10 10	111 6 2	- - -	- - -	43 13 11	- - -	508 6
6. Marshfield -	11 4 6	28 0 0	- - -	- - -	12 6 0	- - -	579 14
7. Melksham -	- - -	- - -	- - -	609 6 0	32 3 8	- - -	656 9
8. Swindon, Calne, and Cricklade, Third District -	2 2 0	7 1 9	- - -	d 197 18 0	7 7 6	- - -	424 18
9. Swindon and Christian Malford, or First District -	0 10 0	24 12 3	- - -	807 0 0	17 10 7	- - -	1,438 10
10. Swindon and Cold Harbour -	4 19 4	- - -	- - -	- - -	3 11 5	- - -	144 18
11. Swindon and Marlborough -	14 4 4	- - -	- - -	387 10 0	e 43 6 10	- - -	647 9
12. Wootton Bassett and Marlborough -	4 19 4	3 14 0	- - -	- - -	7 4 1	- - -	183 16
£	134 2 10	497 15 3	- - -	3,754 17 4	288 6 11	- - -	7,376 19
COUNTY OF WORCESTER.							
1. Birmingham, Redditch, and Per- shire -	1 1 0	34 12 2	- - -	d 90 0 0	49 16 10	- - -	697 6
2. Broadway and Mickleton -	- - -	2 12 6	- - -	100 0 0	2 2 0	- - -	214 14
3. Doglane Gate -	13 13 3	7 0 7	- - -	f 117 13 6	27 16 6	- - -	334 5
4. Droitwich Roads -	3 19 10	8 11 11	- - -	450 0 0	25 8 11	- - -	1,143 18
5. Dudley, Hales Owen, and Broms- grove; Dudley and New Inn; and Dudley and Wolverhampton (united) -	22 2 8	- - -	- - -	- - -	h 307 12 0	- - -	3,826 15
6. Evesham, First District, Bretforton and Stonebow Divi- sions (united) -	35 6 8	41 6 8	- - -	i 788 1 0	49 6 2	- - -	1,415 12
7. Ditto, Pershore Division -	1 0 0	- - -	- - -	- - -	35 9 3	- - -	416 9
8. Hundred House, First District -	8 0 5	15 14 4	- - -	j 16 0 0	29 16 9	- - -	434 10
9. Ditto, Second District -	7 10 1	- - -	- - -	101 16 0	11 18 0	- - -	177 2
10. Stourbridge, First and Second Districts (united) -	2 0 0	- - -	773 17 6	- - -	h 557 2 3	- - -	3,476 16
11. Tinker's Gate -	5 19 8	1 13 4	- - -	100 0 0	4 10 6	- - -	233 0
12. Welch Gate -	18 1 4	63 19 3	- - -	l 153 6 8	m 88 0 0	- - -	1,445 7
£	118 14 11	175 10 9	773 17 6	1,916 17 2	1,188 19 2	- - -	13,815 18
COUNTY OF YORK.							
1. Balby to Worksop -	50 18 8	18 7 4	- - -	100 0 0	77 15 6	- - -	572 8
2. Barnsdale and Leeds, and Branch -	8 6 2	46 17 7	- - -	933 6 2	14 9 7	- - -	1,205 11
3. Barnsley and Shepley Lane Head -	90 11 2	- - -	- - -	n 208 15 4	58 3 2	- - -	469 10
4. Bawtry and Selby -	3 18 2	60 4 3	- - -	p 368 15 0	34 1 8	- - -	617 0
5. Bawtry and Tinsley -	37 19 2	92 15 6	- - -	q 200 0 0	22 19 10	- - -	674 1
6. Beverley, Hessle, and North Cave -	51 12 9	56 17 9	- - -	- - -	33 5 3	69 2 0	727 7
7. Beverley and Kexby Bridge, and Beverley, Molescroft, &c. (united) -	4 12 0	30 16 5	- - -	135 0 0	59 8 4	- - -	1,714 10
8. Boroughbridge to Catterick and Piersebridge -	9 17 1	33 12 3	- - -	r 480 8 0	57 3 5	- - -	826 5
9. Bradford and Huddersfield -	94 6 4	49 3 0	- - -	s 3,619 2 2	84 11 5	- - -	3,945 16
10. Collingham and York -	21 15 11	102 13 2	- - -	- - -	7 12 5	- - -	420 15
11. Colne and Broughton -	65 10 4	9 18 4	5 0 0	u 300 0 0	v 44 12 2	- - -	730 18
12. Doncaster and Selby -	2 2 0	- - -	- - -	322 18 0	- - -	- - -	325 0

*a* Including 50*l.* compensation to the clerk.

*g* The Local Act having expired, the remaining debt, 50*l.*, is omitted.

*m* Including 54*l.* compensation to clerk.

*q* For debts of 200*l.* 5*s.*

*b* Interest abolished by Act of Parliament.

*r* For debts of 640*l.*

*w* Including 5,880*l.* 4*s.* 3*d.* not bearing interest.

*c* Rate of interest reduced by Act of Parliament.

*h* Including 220*l.* 19*s.* 8*d.* for lighting purposes.

*n* For debts of 499*l.* 14*s.*

*s* For debts of 4,503*l.* 6*s.* 10*d.*

(Continued from page 59.)

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1875.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com-position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1875.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
902 10 0	None	-	-	-	4,902 10 0	-	-	-	-	504 0 2	504 0 2
542 15 8	2	-	27 14 0	-	5,570 9 8	-	-	-	-	115 1 5	115 1 5
432 10 0	2	-	35 12 0	-	6,468 2 0	14 11 8	-	-	-	88 13 6	103 5 2
390 0 0	b None	20 0 0	0 11 0	-	4,410 11 0	-	-	-	-	491 10 4	491 10 4
700 0 0	c 2	-	-	3 8 4	703 8 4	-	-	-	-	-	-
062 16 0	None	-	-	-	5,062 16 0	-	-	-	-	382 17 7	382 17 7
550 0 0	2	-	12 16 5	-	562 16 5	-	-	-	-	295 11 5	295 11 5
129 0 0	2	-	16 1 2	-	1,145 1 2	-	-	-	-	491 2 4	491 2 4
475 0 0	b None	-	9 16 8	-	484 16 8	-	-	-	-	450 15 9	450 15 9
448 6 8	b None	-	6 15 9	-	1,455 2 5	-	-	-	-	94 0 4	94 0 4
682 18 4	-	20 0 0	109 7 0	3 8 4	30,765 13 8	14 11 8	-	-	-	2,913 12 10	2,928 4 6
875 0 0	2	-	167 15 5	-	2,042 15 5	-	-	-	-	794 0 8	794 0 8
87 13 5	3½	-	-	-	87 13 5	-	-	-	-	28 0 4	28 0 4
g -	-	-	-	-	-	-	-	-	-	395 10 10	395 10 10
400 0 0	2½	415 13 0	50 0 0	-	865 13 0	202 10 0	-	-	-	587 14 3	790 4 3
540 0 0	3	-	92 10 9	-	632 10 9	56 5 0	35 18 4	-	-	187 12 7	187 12 7
888 15 0	None	-	-	-	888 15 0	10 10 0	-	-	-	357 15 5	449 18 9
-	-	815 6 9	-	-	815 6 9	-	-	-	-	118 7 0	128 17 0
-	-	-	-	-	-	-	-	-	-	1,839 5 2	1,839 5 2
791 8 5	-	1,230 19 9	310 6 2	-	5,332 14 4	269 5 0	35 18 4	-	-	4,308 6 3	4,613 9 7
808 0 0	3	-	167 8 4	-	975 8 4	-	-	-	-	218 3 7	218 3 7
417 7 11	3½	-	-	-	417 7 11	-	-	-	-	875 6 11	875 6 11
1,786 10 0	2½	-	87 17 3	-	1,874 7 3	42 13 4	-	-	-	501 5 6	543 18 10
1,715 7 0	4½	-	-	-	1,715 7 0	-	-	-	-	16 13 1	16 13 1
2,275 0 0	b None	-	19 3 1	-	2,294 3 1	64 13 4	4 1 6	-	19 9 0	502 8 11	590 12 9
865 0 0	3	-	-	-	865 0 0	-	-	-	-	4 14 9	4 14 9
16,380 4 3	5	3,229 6 11	21,437 0 0	-	41,046 11 2	-	-	-	-	-	-

d For debts of 200l.

e Including 36l. compensation to officers.

f For debts of 145l.

i For debts of 1,000l.

j For debts of 20l.

k Including 366l. 6s. 7d. for lighting.

l For debts of 163l. 6s. 8d.

o The Local Act having expired, the remaining debt, 1,430l. 17s. 2d., is omitted.

p For debts of 625l.

e Local Act having expired, the remaining debt, amounting to 2,375l., is omitted.

u For debts of 500l.

v Including 37l. compensation to officers.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1875.	Balance due to the Treasurers on 1st Jan. 1875.	4.	5.	6.	7.	8.	9.
			Revenue received from Tolls.	Parish Composition in lieu of Statute Duty.	Estimated Value of Statute Duty performed.	Revenue from Fines.	Revenue from Incidental Receipts.	Amount of Money borrowed the Secur- ity of the To
COUNTY OF YORK—cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
13. Doncaster and Tadcaster - -	547 17 11	- - -	767 9 3	- - -	- - -	- - -	9 0 4	- -
14. Doncaster and Thorne - - -	441 13 2	- - -	640 0 0	- - -	- - -	- - -	3 0 0	- -
15. Dunford District - - -	33 15 10	- - -	220 16 8	- - -	- - -	- - -	9 5 2	- -
16. Elland and Brighouse - - -	360 2 11	- - -	665 0 0	- - -	- - -	- - -	- - -	- -
17. Elland and Saddleworth - -	194 2 3	- - -	363 2 1	- - -	- - -	- - -	2 6 9	- -
18. Ferrybridge and Boroughbridge -	77 10 2	- - -	505 0 0	505 9 3	- - -	- - -	38 11 2	- -
19. Hedon and Hull - - -	- - -	121 9 10	538 0 0	305 15 6	12 10 0	- - -	- - -	- -
20. Holme Lane End and Heckmond- wike - - -	142 16 4	- - -	686 0 0	- - -	- - -	- - -	21 14 7	- -
21. Holmfirth District - - -	34 3 0	- - -	153 18 11	- - -	- - -	- - -	4 1 4	- -
22. Huddersfield and Woodhead - -	- - -	23 18 6	2,031 12 3	- - -	- - -	- - -	- - -	- -
23. Hull and Hedon New - - -	388 2 9	- - -	555 2 6	- - -	- - -	- - -	- - -	- -
24. Keighley and Kendal, Yorkshire District - - -	931 10 4	- - -	1,150 8 4	- - -	- - -	- - -	62 0 0	- -
25. Knaresbrough and Greenham- merton - - -	82 7 3	- - -	102 0 0	- - -	- - -	- - -	- - -	- -
26. Knaresbrough and Pateley Bridge -	105 16 5	- - -	212 0 0	- - -	- - -	- - -	- - -	- -
27. Leeds and Birstal - - -	508 15 11	- - -	629 12 1	- - -	- - -	- - -	8 12 7	- -
28. Leeds and Collingham - - -	170 3 1	- - -	500 0 0	- - -	- - -	- - -	7 0 1	- -
29. Leeds and Elland - - -	1,003 5 7	- - -	1,898 12 4	- - -	- - -	- - -	40 8 9	- -
30. Leeds and Whitehall - - -	1,147 10 2	- - -	2,380 0 0	- - -	- - -	- - -	30 17 10	- -
31. Lees and Hebden Bridge e - -	370 5 2	- - -	225 6 8	- - -	- - -	- - -	f25 5 6	- -
32. Middleton-Tyas Lane End to Greta Bridge and Bowes - - -	57 4 11	- - -	116 7 0	- - -	- - -	- - -	- - -	- -
33. Mytholmroyd and Blackstone Edge - - -	163 2 6	- - -	339 13 4	- - -	- - -	- - -	- - -	- -
34. Otley and Skipton - - -	3 6 2	- - -	1,068 3 1	- - -	- - -	- - -	- - -	- -
35. Red House and Crofton - - -	375 3 2	- - -	1,036 5 11	- - -	- - -	5 0 0	5 2 0	- -
36. Richmond to Lucy Cross, and Gilling to Gatherley Moor e - -	83 19 5	- - -	126 6 8	- - -	- - -	- - -	9 4 0	- -
37. Richmond and Reeth - - -	871 19 9	- - -	600 0 0	- - -	- - -	- - -	23 11 11	- -
38. Rotherham and Barnby Moor - -	618 1 5	- - -	605 0 0	- - -	- - -	- - -	7 1 0	- -
39. Rotherham and Wortley - - -	148 6 8	- - -	258 18 9	- - -	- - -	- - -	5 4 0	- -
40. Seacroft to Scholes - - -	261 8 11	- - -	82 0 0	- - -	- - -	- - -	7 12 11	- -
41. Selby and Market Weighton - -	260 11 2	- - -	479 0 0	366 0 0	- - -	- - -	4 12 9	- -
42. Skipton and Clitheroe - - -	141 9 7	- - -	999 0 0	- - -	- - -	- - -	- - -	- -
43. Skipton and Craco e - - -	381 12 8	- - -	363 0 0	- - -	- - -	- - -	h96 19 1	- -
44. Skipton and Knaresbrough - -	311 18 11	- - -	550 0 0	- - -	- - -	- - -	0 4 2	- -
45. Stockton and Middlesbrough - -	1,273 17 5	- - -	1,388 15 0	71 6 0	- - -	- - -	1 0 0	- -
46. Sunk Island - - -	75 15 7	- - -	124 0 0	- - -	- - -	- - -	18 10 6	- -
47. Tadcaster and Otley - - -	296 3 3	- - -	840 4 8	- - -	- - -	- - -	5 9 9	- -
48. Thirsk - - -	210 13 11	- - -	767 5 6	- - -	- - -	- - -	- - -	- -
49. Thirsk and Masham e - - -	70 4 6	- - -	86 10 0	- - -	- - -	- - -	711 10 0	- -
50. Thirsk and Yarm - - -	78 15 11	- - -	470 16 8	- - -	- - -	- - -	22 15 4	- -
51. Todmorden - - -	- - -	597 5 2	5,052 0 0	- - -	- - -	5 6 9	156 19 10	- -
52. Wadsley, Langset, and Sheffield n	766 18 10	- - -	1,760 8 4	- - -	- - -	1 13 9	h509 2 2	- -
53. Wakefield and Aberford - - -	372 3 3	- - -	625 0 0	- - -	- - -	- - -	8 7 5	- -
54. Wakefield and Austerlands - - -	- - -	430 15 8	3,546 0 0	- - -	- - -	- - -	2 5 9	- -
55. Wakefield to Sheffield - - -	350 5 7	- - -	2,328 6 8	- - -	- - -	- - -	15 0 9	- -
56. Wakefield and Weeland - - -	242 9 0	- - -	414 15 2	- - -	- - -	- - -	10 0 2	- -
57. Winston Bridge - - -	80 3 10	- - -	262 16 8	- - -	- - -	- - -	4 0 0	- -
58. Worksop to Attercliffe - - -	870 9 5	- - -	1,120 0 0	- - -	- - -	0 6 3	- - -	- -
59. York to Oswaldkirk Bank - - -	138 7 0	- - -	446 19 7	281 10 0	- - -	- - -	2 0 0	- -
£	19,920 0 1	1,173 9 2	47,542 9 6	2,209 19 3	81 12 0	12 14 9	2,451 3 5	- -

a Paid to townships.  
g Including materials, &c.

b Banker's interest.  
h Including allowance to townships.  
n Local Act expired 31st December 1875.

c Allowance to townships.  
i Contract work.

d Banker's commission.  
j Including contract work.



## EXPENDITURE.

10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL INCOME.	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
776 9 7	<i>a</i> 200 0 0	- - -	- - -	- - -	- - -	16 12 10	- - -	20 0 0	33 3 5
643 0 0	93 13 10	166 6 10	28 12 9	- - -	- - -	4 4 10	- - -	39 1 2	30 0 0
230 1 10	80 0 0	- - -	40 0 0	- - -	- - -	- - -	- - -	10 0 0	10 0 0
665 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -
365 8 10	- - -	- - -	- - -	- - -	- - -	- - -	- - -	12 0 0	5 0 0
1,049 0 5	460 6 2	161 14 2	136 13 4	- - -	1 0 0	40 14 3	5 0 0	25 0 0	75 0 0
856 5 6	215 3 3	64 13 0	519 18 2	- - -	- - -	7 9 3	<i>b</i> 5 14 0	10 0 0	20 0 0
707 14 7	188 12 7	138 15 11	116 17 4	- - -	- - -	11 13 9	- - -	20 0 0	20 0 0
158 0 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0
2,031 12 3	820 15 8	338 18 6	1,080 15 6	- - -	29 3 0	18 19 3	- - -	20 0 0	85 0 0
555 2 6	102 16 0	- - -	- - -	- - -	- - -	23 8 1	- - -	10 0 0	20 0 0
1,212 8 4	35 4 2	4 13 1	16 19 8	- - -	- - -	- - -	4 0 0	16 0 0	16 0 0
102 0 0	- - -	- - -	- - -	- - -	- - -	- - -	- - -	8 0 0	10 0 0
212 0 0	<i>c</i> 52 5 0	- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	20 0 0
638 4 8	<i>a</i> 196 13 4	- - -	- - -	- - -	- - -	6 4 9	- - -	- - -	- - -
507 0 1	179 3 6	148 9 10	38 4 5	- - -	1 10 0	13 1 8	- - -	21 0 0	25 0 0
1,939 1 1	553 19 8	451 4 8	387 8 11	- - -	- - -	30 17 8	- - -	30 0 0	50 0 0
2,410 17 10	549 13 5	277 15 1	319 0 10	- - -	- - -	23 15 9	<i>d</i> 5 10 2	30 0 0	50 0 0
250 12 2	- - -	- - -	- - -	- - -	- - -	- - -	3 5 0	- - -	2 0 0
116 7 0	<i>g</i> 77 8 8	- - -	- - -	- - -	- - -	- - -	8 0 0	7 0 0	- - -
339 13 4	<i>a</i> 60 0 0	- - -	- - -	- - -	- - -	2 0 0	4 0 0	5 0 0	5 0 0
1,068 3 1	<i>h</i> 284 10 1	270 12 10	273 8 3	- - -	- - -	17 10 9	10 10 0	21 0 0	50 0 0
1,046 7 11	185 8 8	86 3 8	244 16 1	- - -	- - -	22 13 5	- - -	20 0 0	50 0 0
135 10 8	<i>i</i> 100 0 0	- - -	5 5 0	- - -	- - -	- - -	3 15 10	7 0 0	- - -
623 11 11	<i>i</i> 404 12 0	- - -	- - -	- - -	- - -	- - -	5 0 0	10 0 0	- - -
612 1 0	<i>c</i> 90 0 0	- - -	- - -	- - -	- - -	10 7 6	<i>d</i> 1 16 6	15 15 0	10 0 0
264 2 9	- - -	- - -	- - -	- - -	- - -	- - -	<i>d</i> 0 4 0	21 0 0	20 0 0
89 12 11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -
849 12 9	213 14 7	44 0 10	206 3 7	- - -	- - -	16 16 5	- - -	15 15 0	44 0 0
999 0 0	<i>j</i> 403 7 1	99 2 8	67 17 6	- - -	5 6 3	7 8 9	10 10 0	21 0 0	20 0 0
459 19 1	94 4 4	- - -	49 13 10	- - -	2 0 0	- - -	- - -	20 0 0	5 0 0
550 4 2	<i>c</i> 150 0 0	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	25 0 0
1,461 1 0	104 18 0	41 3 9	151 9 8	- - -	- - -	- - -	- - -	20 0 0	10 0 0
142 10 6	39 3 9	21 2 9	74 10 2	- - -	- - -	22 2 2	- - -	5 0 0	- - -
845 14 5	239 16 2	48 5 0	11 0 0	- - -	6 15 0	4 19 4	- - -	23 14 6	35 0 0
767 5 6	280 11 0	66 18 2	168 14 6	- - -	1 1 0	14 17 8	- - -	40 0 0	60 13 4
98 0 0	- - -	- - -	- - -	- - -	- - -	2 14 1	5 0 0	5 0 0	- - -
493 12 0	<i>c</i> 99 6 8	- - -	- - -	- - -	- - -	14 13 11	- - -	40 0 0	25 0 0
5,214 6 7	1,937 13 1	664 2 10	559 12 1	- - -	45 4 5	133 16 11	<i>m</i> 30 14 11	25 0 0	156 14 8
2,271 4 3	70 0 0	- - -	- - -	- - -	- - -	13 9 6	3 5 11	25 0 0	20 0 0
633 7 5	<i>c</i> 375 0 0	- - -	- - -	- - -	- - -	- - -	- - -	20 0 0	30 0 0
3,548 5 9	1,391 16 0	851 18 5	1,509 16 7	- - -	17 15 9	40 11 5	14 8 7	47 5 0	175 0 0
2,343 7 5	<i>i</i> 1,240 0 0	- - -	- - -	- - -	- - -	16 19 11	- - -	58 7 1	37 19 7
424 15 4	122 10 6	43 15 9	169 8 8	- - -	- - -	32 12 6	- - -	20 0 0	50 0 0
266 16 8	172 6 10	28 16 5	0 14 11	- - -	- - -	1 11 2	- - -	10 0 0	- - -
1,120 6 3	<i>c</i> 300 0 0	- - -	- - -	- - -	- - -	- - -	5 0 0	48 19 0	20 0 0
730 9 7	206 11 6	86 9 1	180 10 6	- - -	- - -	3 5 5	- - -	15 0 0	52 10 0
52,297 18 11	14,104 17 4	4,795 3 8	7,139 16 9	- - -	111 15 5	730 5 3	146 14 11	1,123 7 1	1,814 12 11

*e* Local Act expired 1st November 1875.*k* Including proceeds of sale of Trust property.*f* First dividend from estate of late clerk on account of sale of Trust property.*l* From sale of Trust property.*m* Including Banker's commission.

(Continued on page 64.)

NAMES OF COUNTIES AND TRUSTS.		EXPENDITURE—continued.						
		20.	21.	22.	23.	24.	25.	26.
		Law Charges.	Interest of Debt.	Improvements.	Debts paid off.	Incidental Expenses.	Estimated Value of Statute Duty performed.	TOTAL EXPENDITURE
COUNTY OF YORK—cont.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
13. Doncaster and Tadcaster	-	-	148 5 11	-	a 400 0 0	4 16 8	-	822 18 1
14. Doncaster and Thorne	-	3 6 8	26 11 0	-	b 50 0 0	60 13 4	-	502 10
15. Dunford District	-	0 6 8	-	-	c 80 0 0	9 2 3	-	229 8
16. Elland and Brighouse	-	-	-	-	d 500 0 0	10 0 0	-	520 0
17. Elland and Saddleworth	-	0 6 8	-	-	e 400 0 0	4 6 6	-	421 13
18. Ferrybridge and Boroughbridge	-	34 12 8	90 18 10	-	-	2 10 9	-	1,033 10
19. Hedon and Hull	-	9 7 6	33 6 5	-	-	6 10 5	12 10 0	904 12
20. Holme Lane End and Heckmond- wike	-	0 6 8	20 19 10	-	f 99 10 0	7 9 1	-	624 5
21. Holmfirth District	-	0 6 8	4 7 10	-	90 0 0	9 15 2	-	119 9
22. Huddersfield and Woodhead	-	31 16 3	19 9 0	6 2 0	h 500 0 0	79 10 1	-	3,030 9
23. Hull and Hedon New	-	1 16 6	148 7 11	-	-	2 18 0	-	309 6
24. Keighley and Kendal, Yorkshire District	-	0 6 8	71 16 4	-	j 1,100 0 0	19 4 1	-	1,284 4
25. Knaresbrough and Greenham- merton	-	0 6 8	-	-	80 0 0	6 11 9	-	104 18
26. Knaresbrough and Pateley Bridge	-	2 8 2	74 19 3	-	-	2 17 0	-	162 19
27. Leeds and Birstal	-	-	314 4 6	-	-	3 12 0	-	520 14
28. Leeds and Collingham	-	0 6 8	-	-	-	7 6 9	-	434 2
29. Leeds and Elland	-	0 6 8	20 0 0	13 7 0	-	12 2 3	-	1,549
30. Leeds and Whitehall	-	70 3 10	-	-	k 1,016 7 2	71 12 1	-	2,413 13
31. Lees and Hebden Bridge	-	-	-	-	l 169 6 11	6 7 0	-	180 18
32. Middleton-Tyas Lane End to Greta Bridge and Bowes	-	-	15 9 11	-	-	11 7 6	-	119 6
33. Mytholmroyd and Blackstone Edge	-	0 6 8	33 7 9	-	m 190 12 6	13 13 0	-	313 19
34. Otley and Skipton	-	0 6 8	-	-	-	21 15 4	-	949 13
35. Red House and Crofton	-	-	12 17 6	-	400 0 0	6 11 0	-	1,028 10
36. Richmond to Lucy Cross, and Gilling to Gatherley Moor	-	-	12 3 9	-	81 2 6	10 3 0	-	219 10
37. Richmond and Reeth	-	38 10 11	74 6 4	-	-	71 14 8	-	604 3
38. Rotherham and Barnby Moor	-	2 7 0	19 16 8	-	g 539 5 0	13 10 6	-	702 18
39. Rotherham and Wortley	-	2 8 7	90 3 11	-	-	2 15 0	-	136 11
40. Seacroft to Scholes	-	-	-	-	-	3 19 2	-	8 19
41. Selby and Market Weighton	-	27 18 1	34 16 11	-	240 0 0	25 1 6	-	868 6
42. Skipton and Clitheroe	-	0 6 8	110 8 10	-	100 0 0	18 0 6	-	863 8
43. Skipton and Craco	-	19 11 6	-	4 2 0	643 15 0	3 5 1	-	841 11
44. Skipton and Knaresbrough	-	0 6 8	23 10 8	-	225 0 0	8 11 3	-	452 8
45. Stockton and Middlesbrough	-	-	1,046 6 6	-	-	100 3 0	-	1,474 0
46. Sunk Island	-	8 11 4	-	-	-	1 17 0	-	172 7
47. Tadcaster and Otley	-	13 9 2	31 6 1	-	280 0 0	12 8 0	-	706 13
48. Thirsk	-	25 12 0	136 8 3	-	-	4 11 0	-	799 6
49. Thirsk and Masham	-	48 7 1	29 17 9	-	43 7 1	33 18 6	-	168 4
50. Thirsk and Yarm	-	-	181 7 4	-	-	22 2 11	-	382 10
51. Todmorden	-	10 18 2	276 3 8	12 10 2	u 500 0 0	233 13 6	-	4,586 4
52. Wadsley, Langset, and Sheffield	-	v 418 19 2	129 2 4	-	w 2,293 9 6	64 16 8	-	3,038 3
53. Wakefield and Austerford	-	0 11 8	36 7 2	22 17 9	y 204 12 0	1 17 0	-	691 5
54. Wakefield and Austerlands	-	-	-	-	-	81 7 3	-	4,129 19

(Continued from page 63.)

*a* For debts of 450*l*.      *b* For debts of 90*l*.      *c* For debts of 170*l*.      *d* For debts of 1,157*l*. 8*s*. 9*d*.  
*h* For debts of 520*l*. 11*s*. 1*d*.      *i* Interest abolished by Act of Parliament.      *j* For debts of 1,471*l*. 13*s*. 9*d*.  
*n* Including 2,830*l*. not bearing interest.      *o* The Local Act having expired, the remaining debt, 511*l*. 17*s*. 6*d*., is omitted.  
*r* Including 1,613*l*. at 4 per cent.      *s* The Local Act having expired, the remaining debt, 1,416*l*. 5*s*., is omitted.  
*v* Including 200*l*. retained in hand to meet costs of threatened law suit.      *w* Including 873*l*. 14*s*. accepted in discharge of debts of 3,489*l*. 11*s*. 8*d*.  
*z* For debts of 1,100*l*.      *ua* For debts of 160*l*.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of In- terest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1875.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Com- position for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1875.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4,816 13 4	2 $\frac{3}{4}$	-	131 11 6	-	4,948 4 10	74 14 6	-	-	50 9 8	501 8 8	626 12 10
795 0 0	3	-	-	-	795 0 0	-	-	-	-	582 2 9	582 2 9
924 2 6	1d.	27 13 4	0 10 3	-	952 6 1	-	-	-	-	34 8 9	34 8 9
8,308 13 11	None	-	-	-	8,308 13 11	-	-	-	-	505 2 11	505 2 11
4,338 0 9	None	-	-	-	4,338 0 9	-	-	-	-	137 17 11	137 17 11
1,532 7 11	5	-	-	-	1,532 7 11	-	4 16 5	-	-	93 0 5	97 16 10
1,120 0 0	3	-	-	169 16 4	1,289 16 4	-	303 11 3	-	-	-	303 11 3
400 0 0	4	43 19 0	-	-	443 19 0	-	-	-	-	226 5 9	226 5 9
4,249 18 0	2	171 8 4	10 10 0	-	4,431 16 4	-	-	-	-	72 13 7	72 13 7
310 14 5	None	-	123 8 10	1,022 15 6	1,456 18 9	-	-	-	-	-	-
8,371 1 3	1 $\frac{1}{2}$	-	145 5 5	-	8,516 6 8	0 2 6	-	-	-	633 18 9	634 1 3
3,101 17 11	1 $\frac{3}{4}$	-	-	-	3,101 17 11	-	-	104 11 8	-	859 14 8	964 6 4
350 0 0	None	-	-	-	350 0 0	-	-	-	-	79 8 10	79 8 10
2,496 4 0	3	-	-	-	2,496 4 0	-	-	-	-	154 17 0	154 17 0
10,485 0 0	3	209 17 4	155 19 3	-	10,850 16 7	-	-	-	-	626 6 0	626 6 0
7,098 17 0	1d.	-	-	-	7,098 17 0	-	-	-	-	243 0 4	243 0 4
500 0 0	4	-	-	-	500 0 0	-	-	-	-	1,392 19 10	1,392 19 10
9,352 13 7	None	-	-	-	9,352 13 7	-	-	-	-	1,144 9 8	1,144 9 8
1,759 12 9	None	-	-	-	1,759 12 9	-	-	-	-	439 18 5	439 18 5
516 10 0	None	-	-	-	516 10 0	-	-	-	-	54 5 10	54 5 10
4,830 0 0	1 $\frac{1}{2}$	-	-	-	4,830 0 0	-	-	-	-	188 15 11	188 15 11
82 6 2	3 $\frac{1}{2}$	-	8 9 2	-	90 15 4	-	-	-	-	121 15 4	121 15 4
400 0 0	3	-	-	-	400 0 0	78 16 1	-	-	-	393 0 9	471 16 10
10,270 0 0	p 2	2,921 3 8	-	-	13,191 3 8	-	-	-	-	891 7 9	891 7 9
1,400 0 0	1 $\frac{1}{2}$	-	-	-	1,400 0 0	-	-	-	-	527 4 3	527 4 3
2,828 0 0	3	-	110 18 1	-	2,938 18 1	-	-	-	-	275 17 11	275 17 11
2,839 0 0	None	-	-	-	2,839 0 0	-	-	-	-	342 2 8	342 2 8
1,020 0 0	3	-	-	-	1,020 0 0	-	-	-	-	241 17 0	241 17 0
2,709 9 8	4	-	-	-	2,709 9 8	-	-	-	-	277 1 4	277 1 4
420 0 0	4	-	2 16 0	-	422 16 0	-	-	-	-	409 14 6	409 14 6
3,400 0 0	5	-	377 18 8	-	3,777 18 8	-	-	-	-	1,260 17 6	1,260 17 6
2,020 0 0	2	-	17 6 6	-	2,037 6 6	-	-	-	-	45 18 11	45 18 11
4,233 6 8	3	-	-	-	4,233 6 8	-	-	-	-	435 4 5	435 4 5
6,097 7 10	3	-	68 18 11	-	6,166 6 9	-	-	-	-	189 17 1	189 17 1
5,380 0 0	4 $\frac{1}{2}$	-	-	-	5,380 0 0	-	-	-	-	30 17 0	30 17 0
845 0 0	3	-	-	-	845 0 0	-	-	-	-	314 5 1	314 5 1
469 0 2	2	5 16 6	190 14 11	1,012 8 11	1,018 5 5	-	-	-	-	421 3 9	615 7 1
150 0 0	3	3 8 6	-	-	663 3 7	194 3 4	-	-	-	226 3 11	259 19 0
2,050 0 0	3	-	-	-	150 0 0	33 15 1	-	-	-	62 11 2	62 11 2
4,750 0 0	3	79 4 8	17 17 0	-	2,050 0 0	-	-	-	-	366 6 2	366 6 2
2,255 0 0	2 $\frac{1}{4}$	-	-	-	4,847 1 8	-	-	-	-	161 14 3	161 14 3
					2,255 0 0	-	-	-	-		
153,523 7 0	-	6,691 18 3	23,073 13 2	2,205 0 9	185,493 19 2	488 18 2	312 9 2	104 11 8	69 18 8	17,263 2 0	18,238 19 8

e For debts of 485*l.* 16*s.* 10*d.*k For debts of 2,049*l.* 12*s.* 9*d.*

p Rate of interest reduced, and arrears extinguished by Act of Parliament.

t The Local Act having expired, the remaining debt, 692*l.* 17*s.* 11*d.*, is omitted.x The Local Act having expired, the remaining debt, 1,125*l.* 4*s.* 9*d.*, is omitted.f For debts of 100*l.*l For debts of 444*l.* 12*s.*g Including 3,944*l.* 18*s.* at 1*d.* per cent.m For debts of 200*l.*q For debts of 600*l.*u For debts of 625*l.*y For debts of 220*l.*



## WALES.

1.  NAMES OF COUNTIES AND TRUSTS.	2.	3.	INCOME.					
	Balance in Treasurers' Hands on 1st Jan. 1875.	Balance due to the Treasurers on 1st Jan. 1875.	4.  Revenue received from Tolls.	5.  Parish Composition in lieu of Statute Duty.	6.  Estimated Value of Statute Duty performed.	7.  Revenue from Fines.	8.  Revenue from Incidental Receipts.	9.  Amount of Money borrowed the Security of the Treasurers.
COUNTY OF ANGLESEY.								
1. Beaumaris and Menai Bridge -	£ 100 14 3	£ - - -	£ 226 0 0	£ - - -	£ - - -	£ - - -	£ 3 4 9	£ - - -
2. Shrewsbury and Holyhead -	3,004 11 6	- - -	2,973 11 8	- - -	- - -	- - -	23 17 6	- - -
£	3,105 5 9	- - -	3,199 11 8	- - -	- - -	- - -	27 2 3	- - -
COUNTY OF CARNARVON.								
1. Carnarvonshire -	632 15 6	- - -	2,377 15 6	- - -	- - -	- - -	110 18 6	- - -
2. Penmachno -	135 11 1	- - -	129 16 3	40 0 0	- - -	- - -	2 14 8	- - -
£	768 6 7	- - -	2,507 11 9	40 0 0	- - -	- - -	113 13 2	- - -
COUNTY OF DENBIGH.								
1. Barnhill and Wrexham -	143 0 11	- - -	311 0 0	75 15 0	- - -	- - -	- - -	- - -
2. Denbigh and Pentre Voelas -	147 17 5	- - -	98 10 0	- - -	- - -	- - -	5 3 6	- - -
3. Llanrwst and Abergele -	5 6 3	- - -	345 0 0	134 10 0	- - -	- - -	- - -	- - -
4. Ruthin to Mold -	4 5 7	- - -	320 0 0	- - -	- - -	- - -	6 19 1	- - -
5. St. Asaph and Conway -	253 18 3	- - -	680 0 0	171 15 0	- - -	- - -	35 19 7	- - -
6. Wrexham to Denbigh through Ruthin and Cerrig-y-Druidion Branch -	239 13 7	- - -	730 0 0	41 10 0	- - -	- - -	1 13 5	- - -
7. Wrexham, Ruabon, and Llangollen -	460 14 2	- - -	611 2 0	- - -	- - -	- - -	76 7 0	- - -
£	1,254 16 2	- - -	3,095 12 0	423 10 0	- - -	- - -	126 2 7	- - -
COUNTY OF FLINT.								
1. Chester and Northop -	206 12 7	- - -	500 0 0	- - -	- - -	- - -	1 14 3	- - -
2. Denbigh and Rhyddlan c -	5 11 0	- - -	272 1 3	- - -	- - -	- - -	d 86 4 11	- - -
3. Flint, Holywell, and Mostyn -	14 19 7	- - -	2,234 15 3	1,084 18 6	- - -	- - -	17 4 7	- - -
4. Lower King's Ferry -	105 17 0	- - -	1,000 0 0	459 3 9	- - -	- - -	- - -	- - -
5. Mold and Broughton and Branch -	177 4 2	- - -	390 0 0	- - -	- - -	- - -	10 0 0	- - -
6. Mold and Denbigh g -	79 12 7	- - -	172 10 0	- - -	- - -	- - -	d 61 14 10	- - -
7. Pontblyddyn and Llandegla -	12 12 5	- - -	240 0 0	- - -	- - -	- - -	9 1 11	- - -
8. Whitechurch and Marchiel -	74 7 7	- - -	611 19 5	- - -	- - -	- - -	0 12 0	- - -
9. Wrexham and Mold -	- - -	20 18 10	350 0 0	- - -	- - -	- - -	h 101 16 11	- - -
£	676 16 11	20 18 10	5,771 5 11	1,544 2 3	- - -	- - -	288 9 5	- - -
COUNTY OF MERIONETH.								
1. Aberdovey District -	- - -	5 9 0	68 12 6	70 9 9	- - -	- - -	- - -	- - -
2. Bala District -	309 16 8	- - -	512 17 7	- - -	- - -	- - -	- - -	- - -
3. Dolgelly, Mowddy, and Towyn -	1,030 4 3	- - -	813 6 6	- - -	- - -	- - -	47 2 9	- - -
4. Edernion -	328 15 10	- - -	280 0 0	101 16 0	- - -	- - -	11 15 7	- - -
5. Festiniog, Maentwrog, and Harlech -	197 19 4	- - -	571 13 1	- - -	- - -	- - -	- - -	- - -
6. Portmadoc and Beaver Pool Bridge -	321 12 3	- - -	665 16 4	218 14 8	- - -	- - -	- - -	- - -
£	2,188 8 4	5 9 0	2,912 6 0	391 0 5	- - -	- - -	58 18 4	- - -

a Including materials, &amp;c.

b Banker's commission.

c Local Act expired 1st November 1875.

f Including 5l. gratuity.

g Local Act expired 1st July 1875.

h Including 100l. from Tramways Company.

i Including contract with

## WALES.

10.	EXPENDITURE.								
	11.	12.	13.	14.	15.	16.	17.	18.	19.
	Manual Labour.	Team Labour and Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of		
TOTAL INCOME.							Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
229 4 9	117 18 1	20 11 0	0 8 6	- - -	- - -	2 0 9	- - -	10 0 0	15 0 0
2,997 9 2	2,347 9 9	- - -	- - -	- - -	60 1 0	175 9 3	- - -	250 0 0	211 5 6
3,226 13 11	2,465 7 10	20 11 0	0 8 6	- - -	60 1 0	177 10 0	- - -	260 0 0	226 5 6
2,488 14 0	1,115 6 10	308 16 11	59 5 10	- - -	- - -	217 3 9	- - -	105 0 0	160 0 0
172 10 11	129 14 10	13 4 6	- - -	- - -	- - -	3 14 1	60 8 9	5 5 0	- - -
2,661 4 11	1,245 1 8	322 1 5	59 5 10	- - -	- - -	220 17 10	0 8 9	110 5 0	160 0 0
386 15 0	84 0 3	22 11 0	52 6 0	- - -	- - -	5 16 8	- - -	10 0 0	20 0 0
103 13 6	79 16 4	9 0 6	8 14 0	- - -	0 12 6	0 3 0	- - -	10 0 0	- - -
479 10 0	107 12 7	21 7 7	18 15 10	- - -	- - -	1 3 3	5 0 0	20 0 0	25 0 0
326 19 1	187 8 7	4 18 0	67 1 0	- - -	- - -	5 9 10	61 1 6	30 0 0	- - -
887 14 7	207 1 6	89 18 7	74 9 4	- - -	- - -	- - -	1 16 9	15 0 0	52 0 0
773 3 5	332 18 10	26 8 2	27 4 8	- - -	- - -	21 12 5	62 13 2	50 0 0	- - -
687 9 0	273 4 2	77 12 0	19 2 4	- - -	5 10 0	8 3 1	- - -	30 0 0	55 0 0
3,645 4 7	1,272 2 3	251 15 10	267 13 2	- - -	6 2 6	42 8 3	10 11 5	165 0 0	152 0 0
501 14 3	126 7 9	24 6 0	119 2 9	- - -	- - -	2 4 3	- - -	20 0 0	20 0 0
358 6 2	80 17 8	54 7 6	20 13 9	- - -	- - -	53 0 9	1 0 1	15 0 0	23 6 8
3,336 18 4	877 13 5	465 7 0	728 10 4	- - -	5 8 10	25 11 4	8 10 7	70 0 0	126 6 0
1,459 8 9	407 6 3	96 16 3	151 0 9	- - -	5 1 7	- - -	- - -	50 0 0	40 0 0
400 0 0	128 6 9	41 16 0	6 10 6	- - -	4 16 2	2 6 9	- - -	25 0 0	30 0 0
234 4 10	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	- - -	- - -
249 1 11	74 0 0	23 11 0	0 10 0	- - -	- - -	2 11 8	- - -	14 5 8	19 1 0
612 11 5	94 3 4	41 12 9	79 4 0	- - -	4 15 0	9 12 4	7 10 0	7 10 0	20 0 0
451 16 11	152 11 10	19 2 10	23 11 1	- - -	11 17 2	2 2 4	- - -	10 0 0	30 0 0
7,603 17 7	1,941 7 0	766 19 4	1,129 3 2	- - -	31 18 9	97 9 5	27 0 8	211 15 8	308 13 8
139 2 3	48 4 0	3 0 0	- - -	- - -	- - -	0 8 9	5 16 8	8 16 7	12 18 5
512 17 7	243 9 8	43 7 6	0 10 0	- - -	0 5 0	5 13 11	11 0 0	6 0 0	23 0 0
860 9 3	469 7 1	176 8 2	22 9 8	- - -	0 10 0	100 7 4	- - -	30 0 0	40 0 0
393 11 7	213 17 5	6 13 11	8 2 5	- - -	0 10 0	1 8 2	61 6 6	20 0 0	10 0 0
571 13 1	288 3 2	5 4 0	4 0 0	- - -	- - -	0 13 10	20 0 0	- - -	- - -
884 11 0	265 13 9	16 19 0	- - -	- - -	- - -	3 19 0	10 0 0	25 0 0	25 0 2
3,362 4 9	1,528 15 1	251 12 7	35 2 1	- - -	1 5 0	112 11 0	48 3 2	89 16 7	110 18 7

d Including proceeds of sale of Trust property.

e Including 17l. 17s. 6d. paid to the parishes on the Trust ceasing.

WALES.

NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF ANGLESEY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Beaumaris and Menai Bridge	- - -	16 19 10	- - -	- - -	29 11 8	- - -	212 9
2. Shrewsbury and Holyhead	- - -	- - -	- - -	- - -	194 4 6	- - -	3,238 10
£	- - -	16 19 10	- - -	- - -	223 16 2	- - -	3,450 19
COUNTY OF CARNARVON.							
1. Carnarvonshire	- - -	175 0 8	37 10 3	200 0 0	50 15 11	- - -	2,429 0
2. Penmachno	- - -	4 0 0	- - -	90 0 0	4 16 7	- - -	251 3
£	- - -	179 0 8	37 10 3	290 0 0	55 12 6	- - -	2,680 3
COUNTY OF DENBIGH.							
1. Barnhill and Wrexham	- - 9 17 2	31 13 9	- - -	b 154 10 0	23 2 5	- - -	413 17
2. Denbigh and Pentre Voelas	- - -	0 3 8	- - -	c 100 0 0	3 4 8	- - -	211 14
3. Flint, Holywell, and Mostyn	- - -	247 0 0	- - -	- - -	16 7 4	- - -	462 6
4. Ruthin to Mold	- - 10 10 0	- - -	- - -	- - -	9 9 6	- - -	315 18
5. St. Asaph and Conway	- - 6 10 0	64 0 5	- - -	d 170 0 0	19 14 2	- - -	700 10
6. Wrexham to Denbigh through Ruthin and Cerrig-y-Druidion Branch	- - -	- - -	- - -	e 271 6 1	5 16 6	- - -	737 19
7. Wrexham, Ruabon, and Llangollen	- - -	- - -	- - -	300 0 0	28 3 0	- - -	796 14
£	26 17 2	342 17 10	- - -	995 16 1	105 17 7	- - -	3,639 2
COUNTY OF FLINT.							
1. Chester and Northop	- - 1 15 10	108 6 3	- - -	f 198 7 1	11 3 2	- - -	631 13
2. Denbigh and Rhyddlan	- - 48 0 0	67 10 9	- - -	- - -	- - -	- - -	363 17
3. Flint, Holywell, and Mostyn	- - 34 15 11	185 12 7	130 15 9	g 585 0 0	133 2 9	- - -	3,376 14
4. Lower King's Ferry	- - 28 4 4	- - -	- - -	- - -	31 0 2	- - -	809 9
5. Mold and Broughton and Branch	- - -	28 0 0	- - -	- - -	29 4 11	- - -	296 1
6. Mold and Denbigh	- - 42 0 0	68 19 5	- - -	140 0 0	52 18 0	- - -	313 11
7. Pontblyddyn and Llandegla	- - 31 8 0	41 7 9	- - -	- - -	11 1 6	- - -	217 16
8. Whitechurch and Marchiel	- - -	18 15 2	- - -	- - -	1 11 8	- - -	284 14
9. Wrexham and Mold	- - -	- - -	- - -	- - -	20 9 10	- - -	269 15
£	186 4 1	518 11 11	180 15 9	923 7 1	290 12 0	- - -	6,563 18
COUNTY OF MERIONETH.							
1. Aberdovey District	- - -	45 11 1	- - -	- - -	4 7 8	- - -	129 3
2. Bala District	- - -	23 16 4	- - -	248 0 0	6 15 1	- - -	611 17
3. Dolgelly, Mowddy, and Towyn	- - -	54 12 1	- - -	- - -	77 8 2	- - -	971 2
4. Edeirnion	- - -	- - -	- - -	g 294 0 0	11 8 9	- - -	567 7
5. Festiniog, Maentwrog, and Harlech	- - -	- - -	- - -	h 200 0 0	16 18 3	- - -	534 19
6. Portmadoc and Beaver Pool Bridge	- - 1 2 6	221 12 6	- - -	- - -	12 9 0	- - -	581 15
£	1 2 6	345 12 0	- - -	742 0 0	129 6 11	- - -	3,396 5

(Continued from page 67.)

a Including 830l. not bearing interest. b For debts of 350l. c For debts of 400l. d For debts of 200l.  
 h The Local Act having expired, the remaining debt, 360l., is omitted. i Interest abolished by Act of Parliament.



WALES.

DEBTS.						ARREARS OF INCOME.					
27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.
Bonded or Mortgage Debts.	Rate of Interest per cent.	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on 31st Dec. 1875.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of Parish Composition for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on 31st Dec. 1875.	TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
650 0 0	2	-	-	-	650 0 0	-	-	-	-	117 9 2	117 9 2
467 5 0	5	-	-	1,124 15 9	1,592 0 9	-	-	-	-	2,763 10 8	2,763 10 8
1,117 5 0	-	-	-	1,124 15 9	2,242 0 9	-	-	-	-	2,880 19 10	2,880 19 10
2,326 0 0	4	-	-	-	2,326 0 0	40 0 0	-	-	187 0 0	692 9 4	919 9 4
2,940 0 0	2	-	-	-	940 0 0	-	-	-	-	56 18 3	56 18 3
3,266 0 0	-	-	-	-	3,266 0 0	40 0 0	-	-	187 0 0	749 7 7	976 7 7
1,211 11 2	2	-	-	-	1,211 11 2	-	-	-	-	115 18 8	115 18 8
1,100 0 0	None	-	-	0 8 10	1,100 8 10	-	-	-	-	39 16 3	39 16 3
10,000 0 0	4	-	-	1,584 0 0	11,584 0 0	-	-	-	-	22 9 8	22 9 8
1,028 1 4	2½	-	-	146 15 4	1,174 16 8	-	-	-	-	15 6 3	15 6 3
1,590 0 0	4	-	-	-	1,590 0 0	-	-	-	-	441 2 1	441 2 1
1,825 16 0	2	-	-	-	1,825 16 0	-	-	-	-	274 17 2	274 17 2
1,324 8 1	None	-	-	-	1,324 8 1	8 1 0	-	-	1 1 0	351 8 7	360 10 7
18,079 16 7	-	-	-	1,731 4 2	19,811 0 9	8 1 0	-	-	1 1 0	1,260 18 8	1,270 0 8
3,244 6 9	3	-	-	-	3,244 6 9	-	-	-	-	76 13 9	76 13 9
4,822 0 0	3	-	-	24 16 7	4,846 16 7	-	-	-	-	-	-
12,367 13 1	1d.	-	-	-	12,367 13 1	-	44 19 0	-	-	755 11 5	800 10 5
750 0 0	4	-	-	-	750 0 0	-	-	-	-	281 3 1	281 3 1
1,650 0 0	None	-	-	-	1,650 0 0	-	-	-	-	43 17 9	43 17 9
1,800 0 0	1	-	-	-	1,800 0 0	-	-	-	-	402 4 9	402 4 9
24,633 19 10	-	-	-	-	24,658 16 5	-	44 19 0	-	-	161 3 0	161 3 0
666 13 6	j 2	8 18 3	-	-	675 11 9	-	-	-	-	4 10 1	4 10 1
1,047 0 0	2	-	-	-	1,047 0 0	-	-	-	-	210 16 9	210 16 9
2,859 0 0	2	70 17 5	77 2 2	-	3,006 19 7	-	-	-	-	919 11 0	919 11 0
1,287 0 0	None	-	-	-	1,287 0 0	-	-	-	-	155 0 3	155 0 3
3,011 0 0	None	-	-	611 15 0	3,622 15 0	-	-	-	-	234 13 2	234 13 2
4,935 0 0	4½	-	-	813 0 9	5,748 0 9	-	-	-	-	624 7 4	624 7 4
13,805 13 6	-	79 15 8	1,501 17 11	-	15,387 7 1	-	-	-	-	2,148 18 7	2,148 18 7

e For debts of 543l. 1s. 7d.

f For debts of 311l. 17s. 3d.

g For debts of 600l.

j Rate of interest reduced by Act of Parliament.

k For debts of 320l.

I 4

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.	2.	3.	INCOME.					
			4.	5.	6.	7.	8.	9.
NAMES OF COUNTIES AND TRUSTS.	Balance in Treasurers Hands on 1st Jan. 1875.	Balance due to the Treasurers on 1st Jan. 1875.	Revenue received from Tolls.	Parish Composition in lieu of Statute Duty.	Estimated Value of Statute Duty performed.	Revenue from Fines.	Revenue from Incidental Receipts.	Amount Money borrowed the Secu of the T
COUNTY OF MONTGOMERY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Cilgwrnog, Bettws, and Tregynon -	- - -	22 15 9	168 6 8	173 0 0	- - -	- - -	67 4 10	- -
2. Montgomery, Second District -	170 7 9	- - -	1,091 15 0	213 0 0	- - -	- - -	45 16 8	- -
3. Montgomeryshire, First District -	2,245 3 9	- - -	1,848 0 10	- - -	- - -	- - -	62 19 2	- -
4. Montgomeryshire, Second District -	1,304 14 9	- - -	2,290 18 2	270 16 7	- - -	- - -	106 10 0	- -
5. Montgomeryshire, Third District -	565 5 5	- - -	1,486 16 0	280 15 10	- - -	0 11 3	249 1 1	- -
6. Ditto, Blackwaters and Rednall Branch <i>b</i> -	16 17 8	- - -	130 0 0	- - -	- - -	- - -	c 86 9 6	- -
7. Montgomeryshire, Fourth District	1 18 6	- - -	552 19 9	- - -	- - -	- - -	- - -	- -
£	4,304 7 10	22 15 9	7,568 16 5	937 12 5	- - -	0 11 3	618 1 3	- -
SOUTH WALES.								
1. BRECONSHIRE, consolidated -	739 15 6	- - -	2,124 18 11	1,353 1 11	- - -	- - -	232 6 0	- -
2. CARDIGANSHIRE, consolidated -	243 9 6	- - -	2,402 1 8	529 16 9	- - -	0 5 0	150 19 0	- -
3. CARMARTHENSHIRE, consolidated -	212 9 6	- - -	5,196 3 3	2,522 1 10	- - -	3 6 0	400 2 0	- -
4. GLAMORGANSHIRE, consolidated -	727 6 8	- - -	12,690 0 8	3,422 1 0	- - -	- - -	536 0 4	- -
5. PEMBROKESHIRE, consolidated -	75 1 11	- - -	1,603 10 0	798 15 11	- - -	0 13 0	81 8 0	- -
6. RADNORSHIRE, consolidated -	52 6 1	- - -	1,179 14 5	676 13 5	350 19 10	- - -	87 18 3	- -
£	2,050 9 2	- - -	25,196 8 11	9,302 10 10	350 19 10	4 4 0	1,488 13 7	- -

*a* Paid to parishes, &c.

*b* Local Act expired 29th September 1875.

*c* Including proceeds of sale of Trust property.

EXPENDITURE.									
10.	11.	12.	13.	14.	15.	16.	17.	18.	19.
TOTAL	Manual	Team Labour	Materials	Land	Damage	Tradesmen's	Salaries of		
INCOME.	Labour.	and Carriage of Materials.	for Surface Repairs.	purchased.	done in obtaining Materials.	Bills.	Treasurer.	Clerk.	Surveyor.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
408 11 6	103 0 10	28 14 0	16 19 2	- - -	- - -	1 2 10	- - -	- - -	5 0 0
1,350 11 8	465 17 10	114 13 10	164 15 2	- - -	- - -	6 17 10	- - -	28 8 0	31 5 0
1,911 0 0	914 0 0	- - -	- - -	- - -	- - -	- - -	- - -	35 0 0	36 8 4
2,668 4 9	628 17 9	159 5 7	246 3 6	- - -	- - -	4 1 8	- - -	42 0 0	100 0 0
2,017 4 2	668 10 8	208 5 9	254 0 9	- - -	14 10 0	11 2 2	4 1 6	20 0 0	80 0 0
216 9 6	- - -	- - -	7 8 0	- - -	- - -	15 4 1	- - -	12 10 0	- - -
552 19 9	119 8 2	18 11 0	- - -	- - -	0 10 0	4 8 3	10 10 0	17 12 0	40 0 0
9,125 1 4	2,899 15 3	529 10 2	689 6 7	- - -	15 0 0	42 16 10	14 11 6	155 10 0	292 13 4
3,710 6 10	911 0 1	8 0 0	1,166 9 11	- - -	- - -	12 5 1	11 0 2	80 0 0	200 0 0
3,083 2 5	736 2 3	14 19 4	1,295 12 4	- - -	- - -	64 2 11	12 10 0	100 0 0	200 0 0
8,121 13 1	2,097 9 3	- - -	2,498 5 3	- - -	3 10 0	127 2 1	5 5 0	181 10 0	396 0 0
16,648 2 0	3,725 9 6	- - -	6,970 14 6	- - -	- - -	1,353 0 5	57 11 6	235 0 0	522 6 8
2,484 6 11	583 13 2	- - -	737 1 2	- - -	3 10 0	36 13 6	15 0 0	70 0 0	125 0 0
2,295 5 11	623 12 0	- - -	361 13 8	- - -	20 19 6	77 18 5	- - -	40 0 0	106 5 0
36,342 17 2	8,677 6 3	22 19 4	13,029 16 10	- - -	27 19 6	1,671 2 5	101 6 8	706 10 0	1,549 11 8

(Continued on page 72.)



NAMES OF COUNTIES AND TRUSTS.	EXPENDITURE—continued.						
	20. Law Charges.	21. Interest of Debt.	22. Improvements.	23. Debts paid off.	24. Incidental Expenses.	25. Estimated Value of Statute Duty performed.	26. TOTAL EXPENDITURE.
COUNTY OF MONTGOMERY.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1. Cilgwrion, Bettws, and Tregynon -	1 0 0	- - -	- - -	- - -	8 17 6	- - -	164 14 6
2. Montgomery, Second District -	23 5 4	21 2 10	- - -	a 105 0 0	75 0 8	- - -	1,036 6 12
3. Montgomeryshire, First District -	25 18 10	60 9 6	- - -	- - -	46 19 1	- - -	1,118 15 6
4. Montgomeryshire, Second District -	186 1 4	464 14 5	- - -	c 951 16 0	71 2 0	- - -	2,854 2 9
5. Montgomeryshire, Third District -	0 10 0	215 1 9	87 1 4	- - -	60 5 5	- - -	1,623 9 8
6. Ditto, Blackwaters and Rednall Branch - - - -	- - -	47 17 5	- - -	134 9 11	15 17 9	- - -	233 7 11
7. Montgomeryshire, Fourth District	- - -	95 17 4	- - -	- - -	20 12 6	- - -	327 9 11
£	236 15 6	905 3 3	87 1 4	1,191 5 11	298 14 11	- - -	7,358 4 11
SOUTH WALES.							
1. BRECONSHIRE, consolidated -	2 5 4	23 18 8	- - -	1,191 0 9	41 12 10	- - -	3,647 12 11
2. CARDIGANSHIRE, consolidated -	- - -	14 2 11	- - -	480 8 6	31 18 10	- - -	2,949 17 7
3. CARMARTHENSHIRE, consolidated -	- - -	51 10 5	- - -	2,269 10 4	75 10 9	- - -	7,705 13 8
4. GLAMORGANSHIRE, consolidated -	7 5 0	79 4 5	228 10 9	3,130 9 3	166 11 10	- - -	16,476 3 11
5. PEMBROKESHIRE, consolidated -	- - -	16 16 10	- - -	669 19 1	93 13 4	- - -	2,351 7 5
6. RADNORSHIRE, consolidated -	- - -	20 6 0	- - -	375 5 8	64 1 3	350 19 10	2,041 1 11
£	9 10 4	205 19 3	228 10 9	8,116 13 7	473 8 10	350 19 10	35,171 15 11

a For debts of 200*l*.b Including 17,422*l*. 15*s*. 5*d*. not bearing interest.c For debts of 1,663*l*.

(Continued from page 71.)

DEBTS.						ARREARS OF INCOME.					
27. Bonded or mortgage Debts.	28. Rate of In- terest per cent.	29. Floating Debts.	30. Unpaid Interest.	31. Balance due to Treasurers on 31st Dec. 1875.	32. TOTAL DEBTS.	33. Arrears of Tolls for current Year.	34. Arrears of Parish Com- position for current Year.	35. Arrears of other Receipts for current Year.	36. Arrears of former Years.	37. Balance in Treasurers' Hands on 31st Dec. 1875.	38. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
200 0 0	3	- -	2,129 10 2	- - -	9,329 10 2	15 6 8	- - -	- - -	- - -	221 1 5	236 8 1
300 0 0	3	- -	30 10 0	- - -	630 10 0	- - -	- - -	- - -	- - -	484 12 11	484 12 11
807 0 5	2	- -	- - -	- - -	20,807 0 5	233 15 0	- - -	- - -	- - -	3,037 8 0	3,271 3 0
402 13 0	2	93 7 8	180 19 3	- - -	16,676 19 11	- - -	- - -	- - -	- - -	1,118 17 3	1,118 17 3
192 0 0	1	- -	3 19 4	- - -	10,195 19 4	146 0 0	- - -	2 7 3	- - -	959 0 3	1,107 7 6
519 10 0	None	- -	128 14 1	- - -	6,648 4 1	38 11 8	- - -	- - -	- - -	227 9 0	266 0 8
721 3 5	- -	93 7 8	2,473 12 10	- - -	64,288 3 11	433 13 4	- - -	2 7 3	- - -	6,048 8 10	6,484 9 5
29 11 2	3 $\frac{1}{4}$	- -	- - -	- - -	29 11 2	- - -	- - -	- - -	- - -	802 9 6	802 9 6
110 19 1	3 $\frac{1}{4}$	- -	- - -	- - -	110 19 1	- - -	- - -	- - -	- - -	376 14 10	376 14 10
62 12 3	3 $\frac{1}{4}$	- -	- - -	- - -	62 12 3	- - -	- - -	- - -	- - -	628 9 6	628 9 6
179 3 6	3 $\frac{1}{4}$	- -	- - -	- - -	179 3 6	- - -	- - -	- - -	- - -	899 4 10	899 4 10
43 18 5	3 $\frac{1}{4}$	- -	- - -	- - -	43 18 5	- - -	- - -	- - -	- - -	208 1 9	208 1 9
276 7 3	3 $\frac{1}{4}$	- -	- - -	- - -	276 7 3	- - -	- - -	- - -	- - -	306 10 8	306 10 8
702 11 8	- -	- -	- - -	- - -	702 11 8	- - -	- - -	- - -	- - -	3,221 11 1	3,221 11 1

d including 5,500*l.* at 3, and 1,470*l.* at 1 per cent.

e The Local Act having expired, the remaining debt, 541*l.* 10*s.* 1*d.*, is omitted.

LONDON:

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,  
Printers to the Queen's most Excellent Majesty.  
For Her Majesty's Stationery Office.



# TURNPIKE TRUSTS.

---

327

AN ABSTRACT OF THE GENERAL STATEMENTS

OF THE

**Income and Expenditure**

OF THE SEVERAL

TURNPIKE TRUSTS

IN

SCOTLAND,

BETWEEN THE TERM OF WHITSUNDAY 1875 AND THE TERM OF  
WHITSUNDAY 1876.

PURSUANT TO THE ACT 12 & 13 VICT. CAP. 31.

---

Presented to both Houses of Parliament by Command of Her Majesty.

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LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,  
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.  
FOR HER MAJESTY'S STATIONERY OFFICE.

1877.

[C.—1795.] Price 3d.

## AN ABSTRACT OF THE GENERAL STATEMENTS OF THE INCOME

1.  NAMES OF COUNTIES.	2.  Balance in Treasurers' Hands on last Account.	3.  Balance due to the Treasurers on last Account.	INCOME.				
			4.  Revenue received from Tolls.	5.  Revenue from Fines.	6.  Revenue from Incidental Receipts.	7.  Amount of Money borrowed on the Security of the Tolls.	8.  TOTAL INCOME.
SCOTLAND.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Trusts.							
ABERDEEN - - 1	1,394 4 6	- - -	592 0 0	- - -	31 6 0	- - -	623 6 0
ARGYLL - - -	—	—	—	—	—	—	—
AYR - - - 18	5,160 10 6	258 13 11	16,148 7 6	- - -	767 7 3	- - -	16,910 14 9
BANFF - - - 1	245 8 0	- - -	29 7 0	- - -	2 10 11	- - -	31 17 11
BERWICK - - 9	16,874 16 8	- - -	3,226 11 9	- - -	892 4 6	- - -	4,118 16 3
BUTE - - -	—	—	—	—	—	—	—
CAITHNESS - - -	—	—	—	—	—	—	—
CLACKMANNAN - 3	210 7 3	62 10 8	3,249 15 0	- - -	31 14 10	- - -	3,281 9 10
DUMBARTON - 8	6,902 0 11	146 0 7	4,635 13 4	- - -	491 13 3	- - -	5,127 6 7
DUMFRIES - - 4	4,865 0 4	17 18 4	3,029 19 8	- - -	122 16 2	- - -	3,152 15 10
EDINBURGH - - 4	- - -	5,652 1 11	18,096 19 3	- - -	917 5 11	- - -	19,014 5 2
ELGIN - - - 1	145 13 11	- - -	261 0 11	- - -	3 2 8	- - -	264 3 7
FIFE - - - 7	4,030 2 3	- - -	10,376 6 3	- - -	800 14 0	- - -	11,177 0 3
FORFAR - - - 18	3,843 3 4	4,585 18 11	10,214 14 7	- - -	376 9 6	16 5 11	10,607 10 0
HADDINGTON - - -	—	—	—	—	—	—	—
INVERNESS - - -	—	—	—	—	—	—	—
KINCARDINE - 6	4,834 6 7	- - -	1,541 0 0	- - -	559 3 8	- - -	2,100 3 8
KINROSS - - - 4	1,224 19 3	66 4 4	2,088 13 4	- - -	457 14 9	- - -	2,546 8 1
KIRKCUDBRIGHT - - -	—	—	—	—	—	—	—
LANARK - - - 20	5,143 0 7	160 11 2	48,538 19 8	—	1,471 3 0	—	50,010 2 8
LINLITHGOW - 3	324 2 0	- - -	1,633 9 8	- - -	333 17 0	- - -	1,967 6 8
NAIRN - - -	—	—	—	—	—	—	—
ORENEY - - -	—	—	—	—	—	—	—
PEEBLES - - -	—	—	—	—	—	—	—
PERTH - - - 28	8,694 17 2	1,554 3 0	11,864 2 5	- - -	629 9 4	300 0 0	12,793 11 9
RENFREW - - - 5	237 15 10	1,217 4 5	20,309 9 0	- - -	990 8 8	- - -	21,299 17 8
ROSS AND CROMARTY -	—	—	—	—	—	—	—
ROXBURGH - - 11	5,277 10 0	740 17 4	4,557 14 11	- - -	235 7 4	- - -	4,793 2 3
SELKIRK - - -	—	—	—	—	—	—	—
STIRLING - - - 9	981 1 3	581 18 6	6,622 0 4	- - -	159 0 7	- - -	6,781 0 11
SUTHERLAND - - -	—	—	—	—	—	—	—
WIGTOWN - - -	—	—	—	—	—	—	—
TOTAL - 160	116,359 0 4	15,044 3 1	167,011 4 7	- - -	9,273 9 4	316 5 11	176,600 19 10

Home Office, Whitehall, 22nd May 1876.

ABSTRACT OF THE STATEMENTS OF INCOME AND EXPENDITURE OF TURNPIKE TRUSTS IN SCOTLAND, 1875-76.

AND EXPENDITURE OF THE SEVERAL TURNPIKE TRUSTS IN SCOTLAND, between the Term of WHITSUNDAY 1875 and the Term of WHITSUNDAY 1876, pursuant to the 12th and 13th Vict. Cap. 31.

EXPENDITURE.

DEBTS.

ARREARS OF INCOME.

DEBITS.																			CREDITS.							ACCOUNTS OF INCOME.						
9.	10.	11.	12.	13.	14.	15.			17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.				
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.	Bonded or Mortgage Debts.	Rate of Interest per Cent.*	Floating Debts.	Unpaid Interest.	Balance due to Treasurers on this Account.	TOTAL DEBTS.	Arrears of Tolls for current Year.	Arrears of other Receipts for current Year.	Arrears of former Years.	Balance in Treasurers' Hands on this Account.	TOTAL ASSETS.					
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				
111 7 11	-	-	30 12 9	-	-	6 16 6	5 5 0	10 10 0	-	294 9 0	-	-	-	-	54 12 11	313 14 1	9,815 0 0	-	-	-	-	9,815 0 0	-	-	-	-	1,503 16 5	1,503 16 5				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
1 5 5 1	1,572 3 0	4,871 11 9	-	82 14 6	1,800 9 7	437 10 4	309 14 6	929 9 8	17 1 7	419 4 10	-	2,235 19 8	-	30 0 0	1,174 13 11	20,005 18 5	67,476 1 0	-	2,784 19 9	93,840 19 5	1,394 19 3	165,496 19 5	19 0 8	-	-	224 17 0	3,182 11 6	3,426 9 2				
4 19 4	-	-	-	-	-	3 3 0	8 14 0	5 0 0	-	-	-	-	-	-	1 15 9	23 12 1	2,110 11 2	-	-	20,486 8 1	-	22,596 19 3	7 10 0	-	-	-	253 13 10	261 3 10				
1,519 10 3	-	195 14 10	-	2 10 0	399 8 4	-	175 4 0	225 2 6	-	317 14 2	-	28 6 3	-	320 0 0	691 3 0	3,874 13 4	43,589 1 1	-	9,415 0 0	16,861 18 4	-	69,865 19 5	47 15 5	-	-	30 14 0	17,118 19 7	17,197 9 0				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
1,056 3 11	480 4 7	204 0 3	-	-	37 11 4	-	70 0 0	180 4 0	-	1,205 15 6	-	-	-	-	86 2 7	3,320 2 2	52,320 0 0	-	-	-	118 0 11	52,438 0 11	-	-	-	-	227 5 2	227 5 2				
2,485 7 7	140 19 9	1,355 1 11	-	-	143 6 10	50 0 0	103 13 4	210 0 0	4 17 6	318 10 1	-	-	-	-	646 0 10	5,437 17 10	55,527 6 1	-	1,776 3 2	34,225 18 10	72 19 6	91,602 7 7	54 8 9	-	-	136 5 10	6,473 9 7	6,564 3 1				
1,773 1 9	14 6 6	295 4 0	-	-	57 11 1	50 0 0	215 3 2	275 0 0	-	1,018 18 11	-	-	-	100 0 0	819 14 4	4,618 19 9	39,292 12 7	-	-	29,716 3 5	100 13 5	69,109 9 5	-	-	-	-	3,502 19 8	3,509 19 8				
10,758 6 6	3,865 1 3	-	-	59 18 3	509 5 9	-	362 10 0	1,321 18 4	24 14 8	489 8 7	-	1,385 9 9	-	-	752 13 0	19,479 6 1	2,500 0 0	-	-	-	6,117 2 10	8,617 2 10	-	-	-	-	-	-				
-	-	-	-	-	-	10 10 0	5 5 0	36 10 0	-	59 8 0	-	-	-	111 7 6	3 12 7	226 13 1	1,195 2 6	-	-	6 7 3	-	1,201 2 9	-	-	-	-	183 4 5	184 4 5				
6,369 7 9	1,702 6 8	998 1 1	-	116 11 10	321 4 10	101 18 4	266 13 4	721 13 5	-	152 17 8	-	221 14 0	-	8 0 0	372 5 3	11,352 14 11	3,400 0 0	-	485 0 0	-	4 1 5	3,639 1 5	62 18 4	-	-	337 4 1	3,858 9 0	4,258 11 2				
4,910 13 6	1,463 17 0	266 4 10	-	49 16 2	288 4 11	40 0 0	337 13 11	426 6 4	45 11 4	1,600 19 7	-	-	7 8 4	700 0 0	835 10 4	10,972 6 3	64,661 4 6	-	-	187 16 3	4,723 10 8	69,572 11 5	422 10 0	-	-	-	3,395 9 6	3,817 19 6				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
878 2 9	-	-	30 12 9	-	-	19 16 6	53 19 10	80 3 10	-	739 10 7	-	-	-	300 0 0	444 4 11	2,346 11 2	80,389 1 3	-	-	19,706 14 5	-	50,095 15 8	38 10 0	1,157 13 0	158 4 11	4,349 9 1	5,703 17 0	-				
508 8 8	208 2 5	481 4 10	-	1 18 6	69 6 9	8 8 0	256 6 0	18 3 0	12 3 6	681 16 3	-	-	-	505 17 2	64 14 2	2,816 9 3	39,368 13 1	-	1,022 7 1	13,263 6 3	30 18 10	53,685 5 3	309 13 4	42 0 0	-	919 12 7	1,271 5 11	-				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
18,006 5 9	704 9 1	6,097 8 10	-	20 18 8	1,771 16 8	601 5 0	870 2 0	1,155 2 0	832 3 5	4,786 16 5	-	3,431 13 0	1,559 16 8	874 11 6	2,892 2 1	43,806 11 1	222,247 11 8	-	1,200 0 0	160,132 13 4	270 5 1	383,870 10 1	40 0 0	4 8 0	3,357 0 11	37,623 5 11	61,024 14 10	-				
789 5 3	13 8 8	483 7 2	-	4 0 0	56 8 0	-	60 0 0	152 0 0	5 17 6	176 8 10	-	51 5 0	-	-	141 13 10	1,913 14 3	4,550 0 0	-	-	-	3 12 3	4,553 12 3	-	-	-	11 0 0	370 6 8	381 6 8				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
6,048 5 11	545 5 3	476 7 2	-	36 9 8	223 18 11	75 2 6	411 6 0	720 4 0	39 7 1	3,010 19 3	-	37 6 2	-	400 0 0	506 16 6	12,331 8 5	209,572 7 5	-	592 0 0	275,131 13 10	1,414 1 6	486,710 2 9	41 3 5	-	-	769 2 9	8,816 19 0	9,627 5 2				
8,230 3 3	-	5,961 13 9	-	-	603 19 2	-	468 10 0	450 0 0	253 14 7	1,820 2 10	-	552 19 10	-	-	892 16 8	18,734 0 1	107,568 4 9	-	1,277 13 0	25,592 1 3	542 6 5	131,980 5 5	-	-	-	-	2,128 15 5	2,128 15 5				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
2,259 2 0	-	413 16 11	45 0 0	1 0 0	220 19 5	-	206 10 0	421 10 0	-	789 10 2	-	287 16 1	-	-	192 13 5	4,837 18 0	29,840 1 2	-	-	27,573 12 11	800 3 5	58,213 17 6	65 2 0	-	-	10 7 5	5,340 19 4	5,416 8 9				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
1,142 11 5	15 5 0	53 7 6	-	40 17 4	22 15 4	-	269 3 0	382 10 0	34 4 6	1,337 12 3	-	12 5 0	-	-	356 6 0	7,066 17 4	65,637 3 7	-	-	10,577 6 0	674 14 8	76,888 18 3	37 10 0	-	-	30 0 0	880 8 10	947 18 10				
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
76,378 8 7	10,725 9 2	22,153 4 10	106 5 6	416 14 11	6,506 6 11	1,404 10 2	4,455 13 1	7,721 7 1	1,269 15 8	19,220 2 11	-	8,194 13 6	1,567 5 0	3,349 16 2	10,429 12 1	173,899 7 7	1,051,060 1 10	-	18,503 3 0	727,322 13 7	16,267 10 2	1,813,153 8 7	1,146 1 11	1,204 1 0	-	-	-					

\* The average rate of interest cannot be calculated accurately from the information given in the Accounts.





AN ABSTRACT of the General Statements of the INCOME and EXPENDITURE  
of the several TURNPIKE TRUSTS in SCOTLAND, between the Term of  
Whitsunday 1875 and the Term of Whitsunday 1876,—viz.

County of ABERDEEN	-	-	1 Trust	-	-	p. 6-9
— ARGYLL.						
— AYR	-	-	18 Trusts	-	-	p. 6-9
— BANFF	-	-	1 Trust	}	-	p. 6-9
— BERWICK	-	-	9 Trusts			
— BUTE.						
— CAITHNESS.						
— CLACKMANNAN	-	-	3 Trusts			
— DUMBARTON	-	-	8 Trusts	}	-	p. 10-13
— DUMFRIES	-	-	4 Trusts			
— EDINBURGH	-	-	4 Trusts			
— ELGIN	-	-	1 Trust			
— FIFE	-	-	7 Trusts			
— FORFAR	-	-	18 Trusts	}	-	p. 14-17
— HADDINGTON.						
— INVERNESS.						
— KINCARDINE	-	-	6 Trusts			
— KINROSS	-	-	4 Trusts			
— KIRKCUDBRIGHT.				}	-	p. 18-21
— LANARK	-	-	20 Trusts			
— LINLITHGOW	-	-	3 Trusts			
— NAIRN.						
— ORKNEY.						
— PEEBLES.						
— PERTH	-	-	28 Trusts	-	-	p. 14-21
— RENFREW	-	-	5 Trusts	}	-	p. 18-21
— ROSS AND CROMARTY.						
— ROXBURGH	-	-	11 Trusts			
— SELKIRK.						
— STIRLING	-	-	9 Trusts			
— SUTHERLAND.						
— WIGTOWN.						

## SCOTLAND.

1. NAMES OF TRUSTS.	2.		3.		INCOME.					8. Total Income.
	Balance in Treasurers' Hands on last Account.		Balance due to the Treasurers on last Account.		4. Revenue received from Tolls.	5. Revenue from Fines.	6. Revenue from Incidental Receipts.	7. Amount of Money borrowed on the Security of the Tolls.		
	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.		£
COUNTY OF ABERDEEN.										
1. Wellington Bridge and Road	1,394 4 6	-	- - -	-	592 0 0	- - -	31 6 0	- - -	-	623
COUNTY OF AYR.										
1. Ayr	1,983 1 3	-	- - -	-	3,431 13 11	- - -	128 6 8	- - -	-	3,560
Beith District:—										
2. Clerksbridge & Maichbridge Road	296 0 1	-	- - -	-	1,020 0 0	- - -	- - -	- - -	-	1,020
3. Kersebridge Road	171 19 7	-	- - -	-	268 0 0	- - -	1 19 0	- - -	-	269
4. Oldhall Bridge Road	56 10 3	-	- - -	-	46 13 4	- - -	44 8 11	- - -	-	91
5. Girvan	44 5 9	-	- - -	-	1,312 14 0	- - -	27 0 0	- - -	-	1,339
6. Irvine Bridge	289 18 0	-	- - -	-	- - -	- - -	11 18 0	- - -	-	11
Irvine District:—										
7. Fergus Hill Road	54 16 8	-	- - -	-	100 0 0	- - -	0 9 9	- - -	-	100
8. Girdle Road	25 12 6	-	- - -	-	53 12 0	- - -	0 15 6	- - -	-	54
9. Kelly Bridge Road	553 0 2	-	- - -	-	1,431 0 0	- - -	23 1 2	- - -	-	1,454
10. Stewarton Road	- - -	-	110 16 3	-	280 15 9	- - -	61 0 0	- - -	-	341
11. Kilmarnock	26 15 3	-	- - -	-	3,833 3 9	- - -	83 17 6	- - -	-	3,917
Largs District:—										
12. Dykehead Road	60 16 4	-	- - -	-	107 0 0	- - -	3 7 0	- - -	-	110
13. Howrat Road	69 8 5	-	- - -	-	162 0 0	- - -	1 11 0	- - -	-	163
Lochlibo District:—										
14. Lochlibo Road	163 7 2	-	- - -	-	147 11 10	- - -	1 4 5	- - -	-	148
15. Monkriden Road	50 14 4	-	- - -	-	64 0 0	- - -	0 11 9	- - -	-	64
16. Mauchline	1,314 4 9	-	- - -	-	1,824 10 10	- - -	163 17 10	- - -	-	1,988
17. Maybole	- - -	-	16 13 6	-	1,929 8 0	- - -	157 2 10	- - -	-	2,086
18. Stewarton	- - -	-	131 4 2	-	131 4 1	- - -	56 15 11	- - -	-	188
£	5,160 10 6		258 13 11		16,143 7 6	- - -	767 7 3	- - -	-	16,910 1
COUNTY OF BANFF.										
1. Boat of Bridge	245 8 0	-	- - -	-	29 7 0	- - -	2 10 11	- - -	-	31 1
COUNTY OF BERWICK.										
1. Berwickshire, Eastern Division	172 12 10	-	- - -	-	529 6 8	- - -	0 17 6	- - -	-	530
2. Coldstream Bridge	11,092 11 9	-	- - -	-	- - -	- - -	393 17 6	- - -	-	393 1
3. Cornhill District	1,704 11 9	-	- - -	-	343 0 0	- - -	188 10 8	- - -	-	531 1
4. Deanburn District	342 15 3	-	- - -	-	508 5 0	- - -	241 19 2	- - -	-	750
5. Dunse and Westruther	778 18 2	-	- - -	-	23 0 0	- - -	12 9 5	- - -	-	35
6. Ladykirk and Norham Bridge	1,530 6 0	-	- - -	-	217 0 0	- - -	20 4 6	- - -	-	237
7. Mertoun Bridge	145 10 6	-	- - -	-	179 18 1	- - -	2 1 10	- - -	-	181 1
8. Middle District and Upsettlington Branch	627 8 2	-	- - -	-	1,241 12 0	- - -	21 9 4	- - -	-	1,263
9. Whiteburn and Kelso	480 2 3	-	- - -	-	184 10 0	- - -	10 14 7	- - -	-	195
£	16,874 16 8		- - -		3,226 11 9	- - -	892 4 6	- - -	-	4,118 1
COUNTY OF CLACKMANNAN.										
1. Clackmannanshire	147 19 10	-	- - -	-	1,398 0 0	- - -	18 16 1	- - -	-	1,416
2. Kinross and Alloa	- - -	-	62 10 8	-	216 0 0	- - -	- - -	- - -	-	216
3. Ochill	62 7 5	-	- - -	-	1,635 15 0	- - -	12 18 9	- - -	-	1,648
£	210 7 3		62 10 8		3,249 15 0	- - -	31 14 10	- - -	-	3,281
COUNTY OF DUMBARTON.										
1. Cumbernauld	47 7 8	-	- - -	-	1,308 4 6	- - -	0 19 2	- - -	-	1,309
2. Gareloch	620 9 2	-	- - -	-	691 0 0	- - -	6 19 4	- - -	-	697
3. Helensburgh	29 14 0	-	- - -	-	266 0 0	- - -	0 3 3	- - -	-	266
4. Kilmarnock	28 19 6	-	- - -	-	543 14 0	- - -	6 10 7	- - -	-	550
5. Kirkintilloch and Cumbernauld	20 17 2	-	- - -	-	393 10 5	- - -	10 0 0	- - -	-	403
6. Lawmuir	703 19 10	-	- - -	-	100 0 0	- - -	35 4 2	- - -	-	135
7. Luss	- - -	-	146 0 7	-	861 4 5	- - -	200 0 0	- - -	-	1,061
8. Yoker	5,450 13 7	-	- - -	-	472 0 0	- - -	231 16 9	- - -	-	703
£	6,902 0 11		146 0 7		4,635 13 4	- - -	491 13 3	- - -	-	5,127

a Including carriage and materials.

b Including auditor 5l. 5s.

c Including carriage.



## SCOTLAND.

## EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
111 7 11	- - -	- - -	30 12 9	- - -	- - -	6 16 6	5 5 0	10 10 0	- - -
407 17 8	529 9 11	481 0 9	- - -	8 1 9	261 3 7	75 0 0	b 80 3 1	175 0 0	- - -
411 15 0	110 14 10	360 4 1	- - -	13 13 0	35 18 6	20 8 0	36 2 7	66 11 10	16 14 4
75 10 2	- - -	c 121 17 6	- - -	- - -	3 11 8	5 7 3	9 9 7	17 9 11	- - -
24 7 6	- - -	c 18 5 8	- - -	- - -	0 13 9	1 16 2	3 4 7	5 18 3	0 7 3
468 15 9	96 14 2	240 17 0	- - -	1 12 1	48 4 10	29 8 10	10 0 0	75 15 10	- - -
5 4 8	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
40 13 8	16 1 8	7 4 6	- - -	1 1 0	0 7 8	5 0 6	0 4 1	2 17 4	- - -
28 18 8	11 11 11	4 5 2	- - -	0 10 0	- - -	2 14 4	0 7 3	5 6 1	- - -
818 1 5	431 18 10	142 18 5	- - -	16 10 0	78 0 6	72 14 0	5 5 8	77 1 8	- - -
136 13 9	40 13 5	20 0 6	- - -	0 10 0	5 0 2	14 6 9	0 18 4	13 8 3	- - -
796 19 3	- - -	c 2,333 13 8	- - -	9 0 5	109 17 3	75 0 0	54 5 4	261 13 0	- - -
26 9 0	- - -	c 15 17 3	- - -	0 15 0	- - -	1 16 9	3 0 11	12 2 6	- - -
48 6 4	- - -	c 92 9 2	- - -	- - -	- - -	3 4 6	5 7 8	18 5 0	- - -
113 0 4	32 3 2	9 19 7	- - -	0 11 0	7 8 3	7 8 9	1 1 9	7 18 0	- - -
48 7 7	9 4 9	5 10 10	- - -	0 10 0	1 3 0	3 4 6	0 9 6	3 8 8	- - -
592 19 10	- - -	c 558 10 2	- - -	25 7 9	1,156 10 11	55 0 0	34 14 2	66 13 4	- - -
957 0 2	293 10 4	458 17 6	- - -	4 12 6	92 9 6	55 0 0	30 0 0	120 0 0	- - -
124 4 4	- - -	- - -	- - -	- - -	- - -	10 0 0	d 35 0 0	- - -	- - -
1,125 5 1	1,572 3 0	4,871 11 9	- - -	82 14 6	1,800 9 7	437 10 4	309 14 6	929 9 8	17 1 7
a 4 19 4	- - -	- - -	- - -	- - -	- - -	3 3 0	8 14 0	5 0 0	- - -
92 15 0	- - -	c 86 11 7	- - -	- - -	4 10 6	- - -	e 20 0 0	10 0 0	- - -
z 357 10 2	- - -	- - -	- - -	- - -	31 6 3	- - -	10 0 0	15 0 0	- - -
165 17 5	- - -	c 97 19 4	- - -	2 10 0	19 7 0	- - -	35 0 0	31 17 6	- - -
9 9 8	- - -	- - -	- - -	- - -	- - -	- - -	25 0 0	25 0 0	- - -
25 13 6	- - -	11 3 11	- - -	- - -	339 13 10	- - -	5 5 0	3 0 0	- - -
a 7 17 6	- - -	- - -	- - -	- - -	- - -	- - -	6 6 0	3 5 0	- - -
765 10 6	- - -	- - -	- - -	- - -	- - -	- - -	e 5 5 0	2 0 0	- - -
a 94 16 6	- - -	- - -	- - -	- - -	4 10 9	- - -	60 0 0	120 0 0	- - -
519 10 3	- - -	195 14 10	- - -	2 10 0	399 8 4	- - -	8 8 0	15 0 0	- - -
416 4 10	148 19 1	74 3 7	- - -	- - -	15 0 9	- - -	- - -	- - -	- - -
153 2 3	43 17 4	17 2 10	- - -	- - -	4 13 3	- - -	e 30 0 0	79 2 0	- - -
486 16 10	237 8 2	112 13 10	- - -	- - -	17 17 4	- - -	e 10 0 0	22 0 0	- - -
1,056 3 11	480 4 7	204 0 3	- - -	- - -	37 11 4	- - -	e 30 0 0	79 2 0	- - -
z 861 8 6	- - -	- - -	- - -	- - -	- - -	- - -	70 0 0	180 4 0	- - -
271 13 0	- - -	103 7 8	- - -	- - -	11 9 2	- - -	50 0 0	45 0 0	- - -
84 7 5	6 16 0	132 1 6	- - -	- - -	- - -	10 0 0	- - -	- - -	- - -
193 13 3	9 6 0	229 4 6	- - -	- - -	35 17 9	10 0 0	5 11 6	12 0 0	- - -
z 350 17 7	- - -	- - -	- - -	- - -	- - -	- - -	2 16 10	41 0 0	- - -
49 12 0	6 0 0	92 14 4	- - -	- - -	7 11 7	- - -	20 0 0	- - -	- - -
399 4 4	45 6 9	371 16 6	- - -	- - -	67 19 11	15 0 0	e 10 0 0	10 0 0	0 11 0
274 11 6	73 11 0	425 17 5	- - -	- - -	20 8 5	15 0 0	10 0 0	58 0 0	2 4 0
2,485 7 7	140 19 9	1,355 1 11	- - -	- - -	143 6 10	50 0 0	5 5 0	44 0 0	2 2 6
							103 13 4	210 0 0	4 17 6

d Including surveyor.

e Including treasurer.

(Continued on page 8.)

## SCOTLAND.

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19. Interest of Debt.	20. Annuities.	21. Improvements.	22. Watering Roads.	23. Debts paid off.	24. Incidental Expenses.	25. TOTAL EXPENDITURE
COUNTY OF ABERDEEN.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Wellington Bridge and Road	294 9 0	- - -	- - -	- - -	- - -	54 12 11	513 1
COUNTY OF AYR.							
1. Ayr	- - -	- - -	315 15 0	- - -	- - -	324 8 0	3,657 1
Beith District:—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
2. Clerksbridge & Maichbridge Road	- - -	- - -	530 0 0	- - -	- - -	59 12 4	1,661 1
3. Kersebridge Road	- - -	- - -	- - -	- - -	- - -	30 10 6	263 1
4. Oldhall Bridge Road	- - -	- - -	82 19 11	- - -	- - -	4 11 9	142
5. Girvan	45 12 1	- - -	380 9 9	- - -	- - -	24 7 2	1,421 1
6. Irvine Bridge	- - -	- - -	- - -	- - -	- - -	0 6 0	5 1
Irvine District:—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
7. Fergus Hill Road	- - -	- - -	- - -	- - -	- - -	10 10 8	84
8. Girdle Road	- - -	- - -	- - -	- - -	- - -	1 10 7	55
9. Kelly Bridge Road	- - -	- - -	102 19 7	- - -	- - -	28 1 0	1,773 1
10. Stewarton Road	- - -	- - -	- - -	- - -	- - -	8 16 11	240
11. Kilmarnock	104 18 10	- - -	527 11 1	- - -	- - -	135 15 1	4,408 1
Largs District:—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
12. Dykehead Road	- - -	- - -	- - -	- - -	- - -	33 1 7	93
13. Howrat Road	- - -	- - -	- - -	- - -	- - -	8 13 1	176
Lochlibo District:—	- - -	- - -	- - -	- - -	- - -	- - -	- - -
14. Lochlibo Road	- - -	- - -	18 0 0	- - -	- - -	8 4 7	205 1
15. Monkriden Road	- - -	- - -	- - -	- - -	- - -	2 2 9	74
16. Mauchline	190 0 0	- - -	250 0 0	- - -	- - -	148 0 3	3,077
17. Maybole	72 11 10	- - -	28 4 4	- - -	30 0 0	273 1 10	2,415
18. Stewarton	6 2 1	- - -	- - -	- - -	- - -	72 19 10	248
£	419 4 10	- - -	2,235 19 8	- - -	80 0 0	1,174 13 11	20,005 1
COUNTY OF BANFF.							
1. Boat of Bridge	- - -	- - -	- - -	- - -	- - -	1 15 9	23 1
COUNTY OF BERWICK.							
1. Berwickshire, Eastern Division	252 1 2	- - -	- - -	- - -	- - -	30 16 10	496 1
2. Coldstream Bridge	- - -	- - -	- - -	- - -	- - -	403 4 0	428
3. Cornhill District	65 13 0	- - -	- - -	- - -	120 0 0	15 15 11	657
4. Deanburn District	- - -	- - -	- - -	- - -	200 0 0	92 19 2	628 1
5. Dunse and Westruther	- - -	- - -	- - -	- - -	- - -	1 8 0	19
6. Ladykirk and Norham Bridge	- - -	- - -	- - -	- - -	- - -	8 12 9	394 1
7. Mertoun Bridge	- - -	- - -	- - -	- - -	- - -	14 12 11	29 1
8. Middle District and Upsettlington Branch	- - -	- - -	28 6 3	- - -	- - -	108 0 5	1,081
9. Whiteburn and Kelso	- - -	- - -	- - -	- - -	- - -	15 13 0	138
£	317 14 2	- - -	28 6 3	- - -	320 0 0	691 3 0	3,874 1
COUNTY OF CLACKMANNAN.							
1. Clackmannanshire	545 15 6	- - -	- - -	- - -	- - -	28 5 0	1,337 1
2. Kinross and Alloa	- - -	- - -	- - -	- - -	- - -	17 0 5	267 1
3. Ochill	660 0 0	- - -	- - -	- - -	- - -	40 17 2	1,714 1
£	1,205 15 6	- - -	- - -	- - -	- - -	86 2 7	3,320
COUNTY OF DUMBARTON.							
1. Cumbernauld	307 8 3	- - -	- - -	- - -	- - -	11 3 3	1,275
2. Gareloch	- - -	- - -	- - -	- - -	- - -	525 12 4	912
3. Helensburgh	- - -	- - -	- - -	- - -	- - -	10 1 4	260
4. Kilmaronoch	0 17 2	- - -	- - -	- - -	- - -	19 16 3	542
5. Kirkintilloch and Cumbernauld	5 8 10	- - -	- - -	- - -	- - -	24 15 1	401
6. Lawmuir	- - -	- - -	- - -	- - -	- - -	6 17 3	183
7. Luss	4 15 10	- - -	- - -	- - -	- - -	13 16 0	988
8. Yoker	- - -	- - -	- - -	- - -	- - -	33 19 4	894
£	318 10 1	- - -	- - -	- - -	- - -	646 0 10	5,457

a Subscribed capital.

b Also large advances due to Trustees.

c Not ascertained.

## SCOTLAND.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of In- terest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. TOTAL DEBTS.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15 0 0	3	-	-	-	9,815 0 0	-	-	-	1,503 16 5	1,503 16 5
03 1 8	5	1,810 0 8	7,764 14 6	-	12,577 16 5	-	-	-	1,885 2 1	1,885 2 1
40 0 0	-	-	-	345 14 5	345 14 5	-	-	-	178 2 0	178 2 0
57 12 7	4 & 5	-	17,653 15 2	37 17 9	34,649 5 6	-	-	-	5 7 8	5 7 8
-	-	-	-	-	-	-	-	-	296 5 4	296 5 4
-	-	-	-	-	-	-	-	-	71 5 4	71 5 4
-	-	-	-	-	-	-	-	-	24 16 0	24 16 0
-	-	-	-	-	-	-	-	-	233 10 3	233 10 3
05 14 3	5	445 10 4	326 18 2	9 8 7	9 8 7	-	-	-	-	-
26 15 9	5	-	11,584 5 10	464 17 5	3,443 0 2	17 12 8	-	-	60 7 8	78 0 4
65 0 2	5	-	16,312 8 5	-	23,777 8 7	1 8 0	-	-	55 5 8	56 13 8
19 1 6	5	-	3,294 10 9	-	4,713 12 3	-	-	-	106 8 0	106 8 0
58 2 9	5	-	12,664 17 0	-	21,722 19 9	-	-	-	41 4 6	41 4 6
00 12 4	5	529 9 2	24,289 9 7	345 10 8	45,715 1 9	-	-	224 17 0	224 17 0	449 14 0
-	-	-	-	191 10 5	191 10 5	-	-	-	-	-
76 1 0	-	2,784 19 9	93,840 19 5	1,394 19 3	165,496 19 5	19 0 8	-	224 17 0	3,182 11 6	3,426 9 2
10 11 2	5	-	20,486 8 1	-	22,596 19 3	7 10 0	-	-	253 13 10	261 3 10
73 10 0	Varies	9,415 0 0	-	-	17,888 10 0	47 15 5	-	-	206 1 11	253 17 4
66 10 11	3½	-	-	-	1,366 10 11	-	-	-	11,058 5 3	11,058 5 3
37 17 8	3½ to 5	-	-	-	11,557 17 8	-	-	-	1,578 19 7	1,578 19 7
28 3 7	-	-	-	-	3,528 3 7	-	-	-	464 6 6	464 6 6
00 0 0	4	-	-	-	8,000 0 0	-	-	30 14 0	795 4 11	825 18 11
77 10 2	4½ & 5	-	1,782 0 5	-	7,559 10 7	-	-	-	1,372 15 6	1,372 15 6
-	-	-	-	-	-	-	-	-	297 15 0	297 15 0
35 8 9	5	-	15,079 17 11	-	19,965 6 8	-	-	-	808 12 4	808 12 4
89 1 1	-	9,415 0 0	16,861 18 4	-	69,865 19 5	47 15 5	-	30 14 0	536 18 7	536 18 7
160 0 0	4 & 4½	-	-	-	18,160 0 0	-	-	-	17,118 19 7	17,197 9 0
160 0 0	2½	-	-	114 6 9	114 6 9	-	-	-	227 5 2	227 5 2
20 0 0	-	-	-	3 14 2	34,163 14 2	-	-	-	-	-
-	-	-	-	118 0 11	52,438 0 11	-	-	-	227 5 2	227 5 2
48 3 8	5	-	21,837 17 5	-	53,586 1 1	-	-	-	81 11 4	81 11 4
-	-	180 0 0	-	-	180 0 0	-	-	88 12 6	406 6 4	494 18 10
779 2 5	4½ & 5	-	-	-	13,779 2 5	25 0 0	-	-	9 19 6	34 19 6
00 0 0	4½ & 5	1,596 3 2	12,388 1 5	-	23,984 4 7	-	-	-	36 12 4	36 12 4
-	-	-	-	-	-	-	-	-	23 6 1	23 6 1
-	-	-	-	72 19 6	72 19 6	29 8 9	-	47 13 4	655 17 10	703 11 2
-	-	-	-	-	-	-	-	-	29 8 9	29 8 9
-	-	-	-	-	-	-	-	-	5,259 15 2	5,259 15 2
27 6 1	-	1,776 3 2	34,225 18 10	72 19 6	91,602 7 7	54 8 9	-	136 5 10	6,473 8 7	6,664 3 2

d Including 2,150*l.* bearing no interest.e Interest on 9,922*l.* 10*s.* 8*d.* postponed debt due from 1848.



## ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF TRUSTS.	2.	3.	INCOME.				
	Balance in Treasurers' Hands on last Account.	Balance due to the Treasurers on last Account.	4.  Revenue received from Tolls.	5.  Revenue from Fines.	6.  Revenue from Incidental Receipts.	7.  Amount of Money borrowed on the Security of the Tolls.	8.  TOTAL INCOME.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
COUNTY OF DUMFRIES.							
Dumfries:—							
1st District :							
Dumfries to Tweeds Cross -		Became extinct 15th May 1875.					
Dumfries to Lockerbie -		Became extinct 15th May 1876.					
1. 2nd District - - -	- - -	17 18 4	754 0 0	- - -	8 7 7	- - -	762 7 7
2. 3rd District - - -	286 3 7	- - -	392 8 1	- - -	33 4 10	- - -	425 12 1
3. Evan Water District - -	1,341 6 3	- - -	22 15 4	- - -	21 18 2	- - -	44 13 6
4. Glasgow and Carlisle - -	3,237 10 6	- - -	1,860 16 3	- - -	59 5 7	- - -	1,920 1 10
£	4,865 0 4	17 18 4	3,029 19 8	- - -	122 16 2	- - -	3,152 15 10
COUNTY OF EDINBURGH.							
1. Calder, Slateford, and Corstorphine District - - -	- - -	2,228 2 1	5,139 10 0	- - -	218 4 4	- - -	5,357 14 5
2. Cramond District - - -	- - -	519 10 1	3,054 19 7	- - -	177 10 4	- - -	3,232 9 10
3. Dalkeith and Post Road (united) -	- - -	540 19 10	5,174 10 5	- - -	93 3 4	- - -	5,267 13 9
4. Laswade and Wrightshouses (united) - - -	- - -	2,363 9 11	4,727 19 3	- - -	428 7 11	- - -	5,156 7 4
£	- - -	5,652 1 11	18,096 19 3	- - -	917 5 11	- - -	19,014 5 5
COUNTY OF ELGIN.							
1. Findhorn Bridge - - -	145 13 11	- - -	261 0 11	- - -	3 2 8	- - -	264 3 10
COUNTY OF FIFE.							
1. Cupar District - - -	717 18 4	- - -	1,974 5 0	- - -	51 18 10	- - -	2,026 3 4
2. Dunfermline District - -	175 0 11	- - -	1,268 0 0	- - -	112 11 10	- - -	1,380 11 10
3. Kirkcaldy District - - -	920 9 5	- - -	2,794 15 8	- - -	35 5 7	- - -	2,830 1 0
4. Leven Bridge and Road - -	1,283 18 4	- - -	549 5 0	- - -	34 0 9	- - -	583 5 3
5. Outh and Nivingstone - -	70 9 10	- - -	467 8 11	- - -	15 0 0	- - -	482 8 11
6. Ploughgates and Bridges - -	371 12 4	- - -	77 1 4	- - -	3 10 0	- - -	80 11 4
7. St. Andrew's District - -	490 13 1	- - -	3,245 10 4	- - -	548 7 0	- - -	3,793 17 4
£	4,030 2 3	- - -	10,376 6 3	- - -	800 14 0	- - -	11,177 0 3
COUNTY OF FORFAR.							
1. Arbroath, Brechin, and Forfar -	169 12 8	- - -	729 0 0	- - -	8 12 6	- - -	737 12 6
2. Broughty Ferry to Baldovie, &c. -	80 9 0	- - -	375 0 3	- - -	- - -	- - -	375 0 3
3. Cairnconan - - -	14 15 6	- - -	107 0 0	- - -	0 3 7	- - -	107 3 3
4. Dundee and Coupar Angus, and Branch - - -	585 9 4	- - -	1,945 17 7	- - -	252 5 6	- - -	2,198 3 0
5. Dundee and Invergowrie - - -	38 9 1	- - -	583 18 9	- - -	- - -	- - -	583 18 9
6. Dundee and Strathmartine - - -	316 2 6	- - -	509 3 6	- - -	- - -	- - -	509 3 6
7. Dundee to Forfar - - -	375 11 3	- - -	1,065 7 6	- - -	57 10 6	- - -	1,122 17 9
8. Dundee to Pitkerro - - -	418 17 4	- - -	597 8 5	- - -	- - -	- - -	597 8 5
9. Forfar to Kirriemuir - - -	77 3 4	- - -	138 6 8	- - -	0 19 2	- - -	139 5 8
10. Forfarshire, Central - - -	18 9 7	- - -	179 4 9	- - -	0 6 7	- - -	179 11 6
11. Ditto, Eastern - - -	244 17 10	- - -	1,021 10 0	- - -	4 4 1	- - -	1,025 14 11
12. Ditto, Northern - - -	107 5 8	- - -	383 10 0	- - -	0 17 2	- - -	384 7 0
13. Lumleyden and Petterden - -	84 6 9	- - -	279 0 0	- - -	0 17 2	- - -	279 17 2
14. Montrose and Brechin - - -	67 18 8	- - -	170 0 0	- - -	1 0 9	- - -	171 0 7
15. Montrose Bridge - - -	1,142 15 6	- - -	980 0 0	- - -	47 5 10	- - -	1,027 5 6
16. Montrose and Forfar - - -	- - -	4,549 7 2	130 0 0	- - -	0 0 6	- - -	130 0 6
17. Pitairlie - - -	- - -	36 11 9	126 17 2	- - -	- - -	- - -	126 17 2
18. Strathmore - - -	100 19 4	- - -	893 10 0	- - -	2 6 2	16 5 11	912 2 7
£	3,843 3 4	4,585 18 11	10,214 14 7	- - -	376 9 6	16 5 11	10,607 10 8
COUNTY OF KINCARDINE.							
1. Fetteresso and Maryculter - -	231 15 4	- - -	56 0 0	- - -	2 8 0	- - -	58 8 4
2. Kincardineshire, Consolidated -	2,200 6 2	- - -	243 0 0	- - -	352 1 2	- - -	595 1 4
3. Marykirk Bridge - - -	482 11 8	- - -	231 0 0	- - -	167 4 11	- - -	398 4 9
4. Slug - - -	369 10 11	- - -	187 0 0	- - -	3 18 9	- - -	190 18 8
5. South Deeside - - -	155 18 0	- - -	232 0 0	- - -	2 4 10	- - -	234 4 10
6. Wellington Suspension Bridge -	1,394 4 6	- - -	592 0 0	- - -	31 6 0	- - -	623 6 6
£	4,834 6 7	- - -	1,541 0 0	- - -	559 3 8	- - -	2,100 3 8

a Including treasurer.

b Including carriage and materials.

## EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
307 2 4	14 6 6	295 4 0	- - -	- - -	31 3 9	- - -	a 30 3 2	125 0 0	- - -
241 17 4	- - -	- - -	- - -	- - -	- - -	- - -	c 65 0 0	- - -	- - -
101 0 4	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	- - -	- - -
123 1 9	- - -	- - -	- - -	- - -	26 7 4	45 0 0	120 0 0	150 0 0	- - -
778 1 9	14 6 6	295 4 0	- - -	- - -	57 11 1	50 0 0	215 3 2	275 0 0	- - -
794 18 3	831 11 6	- - -	- - -	- - -	189 14 4	- - -	99 17 2	356 14 4	4 10 0
436 12 5	515 8 0	- - -	- - -	- - -	105 8 8	- - -	69 17 5	207 11 4	- - -
579 14 11	1,415 12 5	- - -	- - -	22 11 0	158 6 9	- - -	97 1 4	354 15 4	4 3 6
947 0 11	1,102 9 4	- - -	- - -	37 7 3	55 16 0	- - -	95 14 1	402 17 4	16 1 2
758 6 6	3,865 1 3	- - -	- - -	59 18 3	509 5 9	- - -	362 10 0	1,321 18 4	24 14 8
- - -	- - -	- - -	- - -	- - -	- - -	10 10 0	5 5 0	36 10 0	- - -
989 16 1	- - -	998 1 1	- - -	13 2 0	14 5 5	d 27 15 0	d 98 2 5	d 114 19 5	- - -
732 16 1	163 14 9	- - -	- - -	28 18 0	27 3 10	25 0 0	19 4 9	125 0 0	- - -
705 17 11	691 14 6	- - -	- - -	14 6 6	126 10 7	- - -	a 69 9 6	185 0 0	- - -
294 9 10	84 9 3	- - -	- - -	- - -	13 15 10	10 0 0	15 0 0	20 0 0	- - -
384 12 11	69 6 1	- - -	- - -	5 6 4	19 12 4	10 0 0	7 0 0	38 9 3	- - -
261 14 11	693 2 1	- - -	- - -	54 19 0	31 12 3	2 10 0	17 10 0	4 18 1	- - -
369 7 9	1,702 6 8	998 1 1	- - -	116 11 10	321 4 10	101 18 4	266 13 4	721 13 5	- - -
310 8 6	123 14 11	- - -	- - -	4 4 0	48 10 2	- - -	a 21 10 0	50 0 0	- - -
125 5 1	31 6 6	9 15 5	- - -	- - -	7 18 6	- - -	a 10 7 0	10 0 0	0 10 3
58 12 1	25 18 0	- - -	- - -	- - -	1 2 6	- - -	a 5 5 0	5 0 0	- - -
619 1 8	342 8 9	- - -	- - -	39 7 8	26 6 5	25 0 0	29 10 6	90 0 0	- - -
301 11 6	200 7 7	- - -	- - -	- - -	9 18 6	- - -	a 16 15 0	30 0 0	- - -
299 1 9	101 2 9	134 7 9	- - -	- - -	11 3 11	- - -	a 15 7 0	22 0 0	4 8 4
541 3 10	193 14 8	82 15 8	- - -	- - -	13 14 11	- - -	a 34 0 0	54 16 6	9 15 11
226 5 0	102 6 10	39 6 0	- - -	- - -	11 0 9	- - -	a 10 10 0	20 0 0	4 15 8
34 18 3	6 7 1	- - -	- - -	- - -	1 3 0	- - -	a 10 0 0	- - -	0 15 6
110 9 0	20 7 3	- - -	- - -	- - -	4 9 4	- - -	a 10 0 0	10 0 0	- - -
580 5 3	234 13 2	- - -	- - -	6 4 6	18 9 6	- - -	a 36 10 0	60 0 0	- - -
291 12 5	- - -	- - -	- - -	- - -	- - -	- - -	a 22 0 0	- - -	- - -
210 4 7	- - -	- - -	- - -	- - -	- - -	- - -	a 15 0 0	8 9 11	- - -
182 17 7	22 8 6	- - -	- - -	- - -	9 14 3	- - -	a 21 7 0	15 0 0	- - -
54 6 5	- - -	- - -	- - -	- - -	116 12 6	15 0 0	10 0 0	5 5 0	25 5 8
78 18 0	51 12 0	- - -	- - -	- - -	2 7 8	- - -	c 15 0 0	- - -	- - -
49 16 9	7 9 0	- - -	- - -	- - -	5 13 0	- - -	a 5 7 0	5 0 0	- - -
835 15 9	- - -	- - -	- - -	- - -	- - -	- - -	a 49 5 5	40 14 11	- - -
910 18 5	1,463 17 0	266 4 10	- - -	49 16 2	288 4 11	40 0 0	337 13 11	426 6 4	45 11 4
629 16 6	- - -	- - -	- - -	- - -	- - -	3 0 0	- - -	2 2 0	- - -
526 16 4	- - -	- - -	- - -	- - -	- - -	- - -	23 4 10	47 1 10	- - -
61 17 4	- - -	- - -	- - -	- - -	- - -	- - -	a 10 10 0	- - -	- - -
132 15 3	- - -	- - -	- - -	- - -	- - -	10 0 0	5 0 0	10 10 0	- - -
675 9 5	- - -	- - -	- - -	- - -	- - -	- - -	a 10 0 0	10 0 0	- - -
111 7 11	- - -	- - -	30 12 9	- - -	- - -	6 16 6	5 5 0	10 10 0	- - -
878 2 9	- - -	- - -	30 12 9	- - -	- - -	19 16 6	53 19 10	80 3 10	- - -

c Including treasurer and surveyor.

d Including stationery.

(Continued on page 12.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF DUMFRIES.							
Dumfries:—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1st District :							
Dumfries to Tweeds Cross -	Became extinct 15th May 1875.						
Dumfries to Lockerbie -	Became extinct 15th May 1876.						
1. 2nd District - - -						42 2 11	845 2
2. 3rd District - - -	18 18 11	- - -	- - -	- - -	100 0 0	63 4 5	489 0
3. Evan Water District - -	- - -	- - -	- - -	- - -	- - -	219 8 4	325 8
4. Glasgow and Carlisle - -	1,000 0 0	- - -	- - -	- - -	- - -	494 18 8	2,959 7
£	1,018 18 11	- - -	- - -	- - -	100 0 0	819 14 4	4,618 19
COUNTY OF EDINBURGH.							
1. Calder, Slateford, and Corstonphine District - - -	132 11 8	- - -	176 14 5	- - -	- - -	77 18 3	5,664 9 1
2. Cramond District - - -	35 12 10	- - -	100 8 6	- - -	- - -	549 9 4	3,020 8
3. Dalkeith and Post Road (united) -	81 13 3	- - -	529 13 5	- - -	- - -	85 3 7	5,328 15
4. Laswade and Wrightshouses (united) - - -	239 10 10	- - -	528 13 5	- - -	- - -	40 1 10	5,465 12
£	489 8 7	- - -	1,335 9 9	- - -	- - -	752 13 0	19,479 6
COUNTY OF ELGIN.							
1. Findhorn Bridge - - -	59 8 0	- - -	- - -	- - -	111 7 6	3 12 7	226 13
COUNTY OF FIFE.							
1. Cupar District - - -	- - -	- - -	19 0 0	- - -	- - -	120 11 6	2,395 12
2. Dunfermline District - - -	- - -	- - -	- - -	- - -	- - -	87 13 2	1,209 10
3. Kirkcaldy District - - -	- - -	- - -	171 4 1	- - -	- - -	45 11 6	3,009 14
4. Leven Bridge and Road - - -	- - -	- - -	- - -	- - -	- - -	36 10 9	474 5
5. Outh and Nivingstone - - -	15 18 8	- - -	- - -	- - -	- - -	6 14 7	557 0
6. Ploughgates and Bridges - - -	- - -	- - -	- - -	- - -	- - -	2 2 0	58 12
7. St. Andrew's District - - -	136 19 0	- - -	31 10 8	- - -	8 0 0	73 1 9	3,647 18
£	152 17 8	- - -	221 14 9	- - -	8 0 0	372 5 3	11,352 14 1
COUNTY OF FORFAR.							
1. Arbroath, Brechin, and Forfar -	110 0 0	- - -	- - -	- - -	- - -	45 12 5	714 0 0
2. Broughty Ferry to Baldovie, &c. -	20 19 6	- - -	- - -	- - -	- - -	9 9 10	225 12 1
3. Cairnconan - - -	- - -	- - -	- - -	- - -	- - -	15 2 7	111 0 0
4. Dundee and Coupar Angus, and Branch - - -	720 3 5	- - -	- - -	- - -	- - -	237 14 8	2,129 13 1
5. Dundee and Invergowrie - - -	59 12 7	- - -	- - -	- - -	- - -	9 2 10	627 8 0
6. Dundee and Strathmartine - - -	7 7 11	- - -	- - -	- - -	300 0 0	5 2 0	900 1 0
7. Dundee to Forfar - - -	44 18 10	- - -	- - -	7 8 4	- - -	9 7 0	991 15 8
8. Dundee to Pitkerro - - -	9 17 3	- - -	- - -	- - -	400 0 0	38 6 11	862 8 0
9. Forfar to Kirriemuir - - -	45 13 5	- - -	- - -	- - -	- - -	4 11 9	103 9 0
10. Forfarshire, Central - - -	25 0 0	- - -	- - -	- - -	- - -	1 7 8	181 13 0
11. Ditto, Eastern - - -	8 11 9	- - -	- - -	- - -	- - -	54 7 0	999 1 0
12. Ditto, Northern - - -	39 14 8	- - -	- - -	- - -	- - -	14 4 8	367 11 0
13. Lumleyden and Petterden - - -	76 2 5	- - -	- - -	- - -	- - -	9 15 0	319 11 11
14. Montrose and Brechin - - -	- - -	- - -	- - -	- - -	- - -	35 19 2	287 6 0
15. Montrose Bridge - - -	423 17 0	- - -	- - -	- - -	- - -	304 3 9	954 10 4
16. Montrose and Forfar - - -	8 16 2	- - -	- - -	- - -	- - -	7 1 10	163 15 8
17. Fitairlie - - -	0 4 8	- - -	- - -	- - -	- - -	0 8 9	73 19 0
18. Strathmore - - -	- - -	- - -	- - -	- - -	- - -	33 12 6	959 8 7
£	1,600 19 7	- - -	- - -	7 8 4	700 0 0	835 10 4	10,972 6 2
COUNTY OF KINCARDINE.							
1. Fetteresso and Maryculter - - -	- - -	- - -	- - -	- - -	- - -	6 0 0	40 18 6
2. Kincardineshire, Consolidated - -	- - -	- - -	- - -	- - -	- - -	38 10 8	635 13 8
3. Marykirk Bridge - - -	287 11 7	- - -	- - -	- - -	300 0 0	23 16 5	623 15 4
4. Slug - - -	- - -	- - -	- - -	- - -	- - -	310 11 8	468 16 11
5. South Deeside - - -	157 10 0	- - -	- - -	- - -	- - -	10 13 3	263 12 3
6. Wellington Suspension Bridge - -	294 9 0	- - -	- - -	- - -	- - -	54 12 11	513 14 1
£	739 10 7	- - -	- - -	- - -	300 0 0	444 4 11	2,546 11 2

(Continued from page 11.)

a Including 2,310*l.* on which no interest has been paid, and 100*l.* on which no interest is payable.  
b Original subscriptions on which no interest has been paid.  
c Exclusive of English section of the road.



DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of Inter- est per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. TOTAL DEBTS.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,967 19 2	5	-	311 0 11	100 13 5	3,379 13 6	-	-	-	-	-
300 0 0	5	-	8 1 1	-	308 1 1	-	-	-	222 15 10	222 15 10
5,300 0 0	-	-	-	-	5,300 0 0	-	-	-	1,060 11 1	1,060 11 1
30,724 13 5	5	-	c29,397 1 5	-	60,421 14 10	-	-	-	2,219 12 9	2,219 12 9
9,292 12 7	-	-	29,716 3 5	100 13 5	69,109 9 5	-	-	-	3,502 19 8	3,502 19 8
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	2,534 17 8	2,534 17 8	-	-	-	-	-
1,000 0 0	4	-	-	307 8 8	307 8 8	-	-	-	-	-
-	-	-	-	602 1 7	1,602 1 7	-	-	-	-	-
1,500 0 0	5	-	-	-	-	-	-	-	-	-
2,500 0 0	-	-	-	2,672 14 11	4,172 14 11	-	-	-	-	-
-	-	-	-	6,117 2 10	8,617 2 10	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
1,195 2 6	5	-	6 7 3	-	1,201 9 9	-	-	-	183 4 5	183 4 5
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
400 0 0	4	-	-	4 1 5	404 1 5	11 15 0	-	-	348 9 3	348 9 3
3,000 0 0	4	435 0 0	-	-	3,435 0 0	51 3 4	-	-	346 2 2	451 15 6
3,400 0 0	-	435 0 0	-	4 1 5	3,839 1 5	62 18 4	-	337 4 1	740 16 1	740 16 1
-	-	-	-	-	-	-	-	-	1,392 18 5	1,404 13 5
2,750 0 0	4	-	-	-	2,750 0 0	-	-	-	25 10 0	25 10 0
450 0 0	5	-	-	-	450 0 0	-	-	-	393 11 4	472 5 8
863 19 7	d-	-	72 17 6	3 18 7	940 15 8	26 15 0	-	-	636 11 9	815 1 6
23,807 18 1	3	-	-	-	23,807 18 1	-	-	-	-	-
1,200 0 0	5	-	-	5 0 2	1,205 0 2	-	-	-	-	-
-	-	-	-	74 15 5	74 15 5	-	-	-	-	-
1,000 0 0	5	-	-	-	1,000 0 0	-	-	-	506 13 7	506 13 7
-	-	-	-	-	-	-	-	-	153 17 4	153 17 4
1,150 0 0	4	-	-	-	1,150 0 0	-	-	-	113 0 2	113 0 2
5,525 0 0	4	-	-	-	5,525 0 0	-	-	-	16 7 8	16 7 8
6,000 0 0	e-	-	-	-	6,000 0 0	92 0 0	-	-	193 10 9	285 10 9
800 0 0	5	-	-	-	800 0 0	-	-	-	124 1 1	124 1 1
3,837 3 6	2	-	-	-	3,837 3 6	79 0 0	-	-	7 12 0	86 12 0
-	-	-	-	48 7 1	48 7 1	-	-	-	-	-
9,500 0 0	4½	-	-	-	9,500 0 0	-	-	-	1,215 11 0	1,215 11 0
7,094 12 4	f-	-	-	4,583 2 4	11,677 14 8	-	-	-	-	-
654 11 0	5	-	97 0 4	-	751 11 4	-	-	-	16 6 3	16 6 3
28 0 0	4	-	17 18 5	8 7 1	54 5 6	224 15 0	-	-	-	224 15 0
34,661 4 6	-	-	187 16 3	4,723 10 8	69,572 11 5	422 10 0	-	-	3,395 9 6	3,817 19 6
-	-	-	-	-	-	-	-	-	-	-
921 11 3	5	-	967 12 1	-	1,889 3 4	-	-	-	249 4 10	249 4 10
-	-	-	-	-	-	-	1,157 13 0	-	2,159 13 8	3,317 6 8
5,500 0 0	5	-	-	-	5,500 0 0	38 10 0	-	-	218 11 3	257 1 3
2,602 10 0	5	-	8,186 15 4	-	10,789 5 4	-	-	-	91 12 9	91 12 9
11,550 0 0	4	-	10,552 7 0	-	22,102 7 0	-	-	158 4 11	126 10 2	284 15 1
9,815 0 0	3	-	-	-	9,815 0 0	-	-	-	1,503 16 5	1,503 16 5
30,389 1 3	-	-	19,706 14 5	-	50,095 15 8	38 10 0	1,157 13 0	158 4 11	4,349 9 1	5,703 17 0

d According to income. None paid during the past year.

f No interest has ever been paid.

e No interest has been paid for several years on account of the state of the funds.

g Including 4,500l. at 2½ per cent.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF TRUSTS.	2.	3.	INCOME.				
	Balance in Treasurers' Hands on last Account.	Balance due to the Treasurers on last Account.	4.  Revenue received from Tolls.	5.  Revenue from Fines.	6.  Revenue from Incidental Receipts.	7.  Amount of Money borrowed on the Security of the Tolls.	8.  TOTAL  INCOME.
COUNTY OF KINROSS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Cleish - - - -	91 7 3	- - -	70 0 0	- - -	26 6 5	- - -	96
2. Great North Road - - -	1,068 4 10	- - -	1,808 13 4	- - -	316 7 4	- - -	2,125 0
3. Milnathort - - - -	65 7 2	- - -	45 0 0	- - -	- - -	- - -	45 0
4. Portmoak - - - -	- - -	66 4 4	165 0 0	- - -	115 1 0	- - -	280 1
£	1,224 19 3	66 4 4	2,088 13 4	- - -	457 14 9	- - -	2,546 8
COUNTY OF LANARK.							
1. Bathgate and Airdrie - -	8 9 5	- - -	2,873 17 7	- - -	24 0 0	- - -	2,897 17
2. Biggar and Leadhills - -	- - -	5 15 4	462 6 4	- - -	84 12 1	- - -	546 18
3. Cambuslang and Muirkirk -	868 12 0	- - -	8,564 15 0	- - -	25 0 10	- - -	8,589 15
4. Carluke - - - -	511 11 0	- - -	1,049 8 6	- - -	55 12 7	- - -	1,105 1
5. Corsethill - - - -	- - -	25 15 9	473 0 0	- - -	57 17 0	- - -	530 17
6. Crossford Bridge - - -	149 19 2	- - -	90 0 0	- - -	5 6 8	- - -	95 6
7. Garion Bridge - - - -	1,552 10 10	- - -	320 0 0	- - -	37 6 4	- - -	357 6
8. Garngad - - - -	- - -	129 0 1	305 0 0	- - -	- - -	- - -	305 0
9. Garscube - - - -	5,041 5 8	- - -	2,600 0 0	- - -	3 0 6	- - -	2,603 0
10. Glasgow Bridges - - -	14,500 0 0	- - -	- - -	- - -	558 13 8	- - -	558 13
11. Glasgow, Kirkintilloch, and Bal- dernock - - - -	1,924 15 1	- - -	4,599 0 0	- - -	55 18 9	- - -	4,654 18
12. Glasgow, Renfrew, and Three Mile House - - - -	6,026 19 6	- - -	5,346 0 11	- - -	325 12 8	- - -	5,671 13
13. Glasgow and Shotts - - -	2,263 7 6	- - -	7,525 0 0	- - -	83 13 11	- - -	7,608 13
14. Great Western and St. George's -	3,932 2 6	- - -	5,531 13 4	- - -	1 0 5	- - -	5,532 13
15. Lanark and Hamilton - -	9 16 4	- - -	542 9 4	- - -	- - -	- - -	542 9
16. Lanarkshire, East and West -	- - -	- - -	949 0 0	- - -	55 0 0	- - -	1,004 0
17. Ditto, North and South - -	- - -	- - -	1,952 11 2	- - -	73 18 4	- - -	2,026 9
18. Wilsontown and Biggar - -	6 6 1	- - -	137 10 10	- - -	0 2 9	- - -	137 13
19. Wilsontown and Lanark - -	365 13 0	- - -	226 0 0	- - -	3 14 4	- - -	229 14
20. Yoker - - - -	13,951 12 6	- - -	4,991 6 8	- - -	20 12 2	- - -	5,011 18
£	51,113 0 7	160 11 2	48,538 19 8	- - -	1,471 3 0	- - -	50,010 2
COUNTY OF LINLITHGOW.							
1. Clench - - - -	254 2 8	- - -	753 14 5	- - -	56 8 11	- - -	810 3
2. Cramond Bridge, Queensferry, and Linlithgow - - - -	45 10 4	- - -	458 15 3	- - -	191 14 0	- - -	650 9
3. Linlithgow - - - -	24 9 0	- - -	421 0 0	- - -	85 14 1	- - -	506 14
£	324 2 0	- - -	1,633 9 8	- - -	333 17 0	- - -	1,967 6
COUNTY OF PERTH.							
1. Athole - - - -	- - -	703 8 6	695 17 3	- - -	- - -	50 0 0	745 17
2. Auchterarder - - - -	78 2 8	- - -	120 0 0	- - -	1 4 6	- - -	121 4
3. Blairgowrie and Bridge of Cally -	191 8 2	- - -	565 0 0	- - -	2 17 0	- - -	567 17
4. Blairgowrie and Coupar Angus -	317 16 1	- - -	263 0 0	- - -	2 8 1	- - -	265 8
5. Carse of Gowrie - - - -	- - -	316 8 4	735 0 0	- - -	3 6 0	250 0 0	988 6
6. Crieff and Longcausewayhead -	645 17 4	- - -	1,241 0 0	- - -	16 7 4	- - -	1,257 7
7. Dalpatrick - - - -	- - -	323 11 6	65 0 0	- - -	85 15 9	- - -	150 15
8. Dalreoch - - - -	219 8 11	- - -	340 0 0	- - -	62 13 7	- - -	402 13
9. Drip and Frew and Netherton (united) - - - -	75 9 8	- - -	430 0 0	- - -	1 13 1	- - -	431 13
10. Dunblane, Doune, and Callander -	- - -	207 18 10	836 10 0	- - -	0 6 3	- - -	836 16
11. Dunkeld to Aberfeldy and Kenmore -	6 18 10	- - -	392 11 0	- - -	42 13 2	- - -	435 4
12. Dunning - - - -	84 7 8	- - -	60 15 0	- - -	0 15 0	- - -	61 10
13. Gleneagles - - - -	- - -	- - -	314 0 0	- - -	0 9 9	- - -	314 9
14. Glenfalloch - - - -	62 7 5	- - -	40 9 0	- - -	0 12 11	- - -	41 1
15. Glenlichorn - - - -	39 12 2	- - -	34 0 0	- - -	40 4 5	- - -	74 4
16. Lochearn - - - -	238 7 5	- - -	891 19 0	- - -	4 8 3	- - -	896 2
17. Lochtayside and Glendochart -	303 13 7	- - -	690 0 0	- - -	8 8 5	- - -	698 8
18. Monteith - - - -	87 7 5	- - -	311 0 0	- - -	5 11 0	- - -	316 11
19. New Bridge of Earn - - -	4,264 17 2	- - -	- - -	- - -	149 1 4	- - -	149 1

a Including treasurer. b Including carriage and materials.

## EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20 15 0	10 10 6	23 7 9	- - -	- - -	1 16 3	- - -	- - -	5 0 0	- - -
359 6 3	157 14 9	370 7 5	- - -	- - -	57 3 10	- - -	250 0 0	- - -	12 3 6
37 0 0	7 14 6	6 15 4	- - -	- - -	0 12 8	- - -	a 2 2 0	3 3 0	- - -
91 7 5	32 2 8	80 14 4	- - -	1 18 6	9 14 0	8 8 0	4 4 0	10 0 0	- - -
508 8 8	208 2 5	481 4 10	- - -	1 18 6	69 6 9	8 8 0	256 6 0	18 3 0	12 3 6
1,022 17 1	371 12 0	- - -	- - -	16 18 2	70 7 2	- - -	a 105 0 0	170 0 0	76 18 5
b 232 2 11	- - -	- - -	- - -	1 10 0	4 18 0	- - -	a 20 0 0	35 0 0	- - -
4,726 4 1	- - -	- - -	- - -	- - -	269 2 7	150 0 0	100 0 0	150 0 0	- - -
413 4 10	- - -	c 399 15 0	- - -	- - -	21 16 0	- - -	a 20 0 0	35 0 0	- - -
249 5 2	- - -	c 145 6 2	- - -	- - -	- - -	30 0 0	10 0 0	60 0 0	- - -
4 8 4	- - -	4 18 0	- - -	- - -	- - -	- - -	a 10 10 0	- - -	- - -
1 13 0	- - -	3 0 3	- - -	- - -	10 2 3	- - -	a 12 12 0	- - -	- - -
b 202 16 3	- - -	- - -	- - -	- - -	45 10 3	15 5 0	- - -	10 0 0	- - -
1,433 5 6	- - -	- - -	- - -	- - -	66 15 4	- - -	60 0 0	25 0 0	- - -
- - -	- - -	- - -	- - -	- - -	397 12 4	100 0 0	50 0 0	- - -	89 6 6
843 6 6	- - -	1,640 15 8	- - -	- - -	278 18 5	75 0 0	75 0 0	150 0 0	- - -
976 8 8	159 1 10	1,760 0 11	- - -	- - -	123 10 8	- - -	a 90 0 0	60 0 0	64 10 2
4,911 7 9	- - -	- - -	- - -	- - -	204 19 8	150 0 0	120 0 0	175 0 0	200 19 3
273 19 2	- - -	550 0 0	- - -	- - -	48 19 2	- - -	a 30 0 0	30 0 0	50 3 3
166 11 4	21 7 9	72 18 8	- - -	2 10 6	32 7 5	10 0 0	10 0 0	25 0 0	- - -
229 11 2	- - -	c 204 4 2	- - -	- - -	45 10 1	21 0 0	20 0 0	52 2 0	6 6 7
1,110 16 2	- - -	- - -	- - -	- - -	54 18 9	50 0 0	50 0 0	98 0 0	- - -
70 16 0	- - -	c 12 7 2	- - -	- - -	- - -	- - -	a 7 0 0	10 0 0	- - -
61 12 6	- - -	46 17 6	- - -	- - -	8 9 11	- - -	d 20 0 0	- - -	- - -
1,077 19 4	152 7 6	1,257 5 4	- - -	- - -	87 18 8	- - -	a 60 0 0	70 0 0	343 19 3
18,008 5 9	704 9 1	6,097 8 10	- - -	20 18 8	1,771 16 8	601 5 0	870 2 0	1,155 2 0	832 3 5
b 504 7 0	- - -	- - -	- - -	4 0 0	8 19 1	- - -	25 0 0	60 0 0	- - -
153 19 0	2 1 0	248 4 8	- - -	- - -	11 10 11	- - -	20 0 0	52 0 0	1 6 2
130 19 3	11 7 8	235 2 6	- - -	- - -	15 18 0	- - -	15 0 0	40 0 0	4 11 4
789 5 3	13 8 8	483 7 2	- - -	4 0 0	36 8 0	- - -	60 0 0	152 0 0	5 17 6
198 8 10	- - -	75 15 4	- - -	- - -	38 4 4	- - -	a 30 0 0	36 0 0	2 12 1
b 85 5 11	- - -	- - -	- - -	- - -	0 14 9	- - -	a 12 2 0	20 0 0	- - -
185 16 11	25 14 10	- - -	- - -	- - -	2 9 2	- - -	a 6 6 0	- - -	9 5 10
104 10 2	30 11 5	- - -	- - -	- - -	30 1 1	- - -	a 6 6 0	- - -	17 11 0
479 4 0	129 11 11	- - -	- - -	4 11 2	25 6 10	- - -	a 20 0 0	75 0 0	- - -
b 835 12 0	- - -	- - -	- - -	12 0 4	- - -	- - -	a 50 0 0	70 0 0	- - -
b 59 10 3	- - -	- - -	- - -	- - -	3 1 6	- - -	a 2 10 0	8 0 0	- - -
b 195 14 4	- - -	- - -	- - -	- - -	10 7 8	- - -	a 27 2 0	30 0 0	- - -
b 348 18 6	- - -	- - -	- - -	- - -	- - -	- - -	a 19 19 0	25 0 0	- - -
b 447 2 9	- - -	- - -	- - -	- - -	- - -	15 0 0	10 0 0	40 0 0	- - -
130 11 10	- - -	c 38 17 0	- - -	- - -	5 12 10	- - -	a 15 0 0	32 10 0	- - -
b 46 10 1	- - -	- - -	- - -	- - -	- - -	5 0 0	5 0 0	10 0 0	3 6 8
b 201 16 4	- - -	- - -	- - -	- - -	4 1 10	- - -	a 22 2 0	35 0 0	- - -
b 48 15 0	- - -	- - -	- - -	- - -	- - -	- - -	a 2 0 0	3 0 0	- - -
b 59 16 3	- - -	- - -	- - -	- - -	9 2 2	- - -	a 6 1 0	5 0 0	- - -
218 0 11	55 5 7	349 6 9	- - -	- - -	26 10 6	- - -	a 27 1 0	26 0 0	- - -
b 447 14 4	- - -	- - -	- - -	- - -	- - -	- - -	a 15 0 0	18 0 0	- - -
109 16 1	88 19 8	12 8 1	- - -	2 0 0	4 9 1	5 12 6	d 20 0 0	- - -	4 0 2
- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	5 5 0	- - -	- - -

c Including carriage.

d Including surveyor.



ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

(Continued from page 15.)

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of	Annuities.	Improvements.	Watering	Debts	Incidental	TOTAL
	Debt.			Roads.	paid off.	Expenses.	EXPENDITURE
COUNTY OF KINROSS.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
1. Cleish - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	2 18 5	64 7
2. Great North Road - - -	679 12 9	- - - - -	- - - - -	- - - - -	505 17 2	57 6 8	2,449 12
3. Milnathort - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	0 6 0	57 13
4. Portmoak - - - - -	2 8 6	- - - - -	- - - - -	- - - - -	- - - - -	4 3 1	244 15
£	681 16 3	- - - - -	- - - - -	- - - - -	505 17 2	64 14 2	2,816 9
COUNTY OF LANARK.							
1. Bathgate and Airdrie - -	1,024 11 3	- - - - -	12 4 3	- - - - -	- - - - -	47 3 10	2,917 12
2. Biggar and Leadhills - -	163 0 0	- - - - -	- - - - -	- - - - -	100 0 0	45 1 0	601 11
3. Cambuslang and Muirkirk -	1,795 5 0	- - - - -	- - - - -	35 0 0	- - - - -	134 19 5	7,360 11
4. Carluke - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	5 11 8	895 7
5. Corsethill - - - - -	- - - - -	- - - - -	15 11 8	- - - - -	- - - - -	19 16 1	529 19
6. Crossford Bridge - - - -	23 11 10	- - - - -	- - - - -	- - - - -	170 0 0	2 1 5	215 9
7. Garion Bridge - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	13 18 3	41 5
8. Garngad - - - - -	57 13 5	- - - - -	- - - - -	- - - - -	- - - - -	18 8 1	349 13
9. Garscube - - - - -	- - - - -	- - - - -	- - - - -	35 8 8	- - - - -	27 16 3	1,648 5
10. Glasgow Bridges - - - -	47 14 11	- - - - -	- - - - -	204 6 3	604 11 6	1,916 6 10	3,409 18
11. Glasgow, Kirkintilloch, and Bal-	43 8 0	- - - - -	1,005 0 6	- - - - -	- - - - -	27 19 4	4,139 8
dernock - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
12. Glasgow, Renfrew, and Three Mile	- - - - -	- - - - -	- - - - -	854 16 5	- - - - -	140 14 5	4,229 3
House - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	92 4 4	7,988 18
13. Glasgow and Shotts - - -	- - - - -	- - - - -	2,134 7 1	- - - - -	- - - - -	89 18 2	1,484 4
14. Great Western and St. George's -	411 4 10	- - - - -	- - - - -	- - - - -	- - - - -	7 16 9	592 4
15. Lanark and Hamilton - - -	183 15 8	- - - - -	- - - - -	- - - - -	- - - - -	30 1 6	1,004 0
16. Lanarkshire, East and West -	395 4 6	- - - - -	- - - - -	- - - - -	- - - - -	43 4 1	2,026 9
17. Ditto, North and South - -	619 10 6	- - - - -	- - - - -	- - - - -	- - - - -	5 11 11	151 15
18. Wilsontown and Biggar - - -	21 16 6	- - - - -	4 3 10	- - - - -	- - - - -	0 4 6	222 10
19. Wilsontown and Lanark - - -	- - - - -	- - - - -	85 5 8	- - - - -	- - - - -	223 4 3	3,877 19
20. Yoker - - - - -	- - - - -	- - - - -	175 0 0	430 5 4	- - - - -	- - - - -	- - - - -
£	4,786 16 5	- - - - -	3,431 13 0	1,559 16 8	874 11 6	2,892 2 1	43,606 11
COUNTY OF LINLITHGOW.							
1. Cleuch - - - - -	- - - - -	- - - - -	51 5 0	- - - - -	- - - - -	113 4 8	766 15
2. Cramond Bridge, Queensferry, and	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
Linlithgow - - - - -	109 0 9	- - - - -	- - - - -	- - - - -	- - - - -	14 0 8	612 3
3. Linlithgow - - - - -	67 8 1	- - - - -	- - - - -	- - - - -	- - - - -	14 8 6	534 15
£	176 8 10	- - - - -	51 5 0	- - - - -	- - - - -	141 13 10	1,913 1
COUNTY OF PERTH.							
1. Athole - - - - -	412 9 6	- - - - -	- - - - -	- - - - -	- - - - -	17 6 2	810 16
2. Auchterarder - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	20 7 9	138 10
3. Blairgowrie and Bridge of Cally -	226 2 10	- - - - -	- - - - -	- - - - -	- - - - -	6 8 2	462 3
4. Blairgowrie and Coupar Angus -	101 18 1	- - - - -	- - - - -	- - - - -	- - - - -	16 13 6	307 11
5. Carse of Gowrie - - - - -	61 17 9	- - - - -	- - - - -	- - - - -	- - - - -	32 1 2	827 12
6. Crieff and Longcausewayhead -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	79 2 8	1,046 15
7. Dalpatrick - - - - -	65 1 8	- - - - -	- - - - -	- - - - -	- - - - -	6 13 11	144 17
8. Dalreoch - - - - -	147 2 2	- - - - -	- - - - -	- - - - -	- - - - -	18 12 3	428 18
9. Drip and Frew and Netherton	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
(united) - - - - -	7 19 1	- - - - -	- - - - -	- - - - -	- - - - -	16 10 9	418 7
10. Dunblane, Doune, and Callander -	237 18 7	- - - - -	- - - - -	- - - - -	- - - - -	31 18 11	782 0
11. Dunkeld to Aberfeldy and Kenmore	218 7 9	- - - - -	- - - - -	- - - - -	- - - - -	14 11 1	455 10
12. Dunning - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	2 10 2	72 6
13. Gleneagles - - - - -	33 2 0	- - - - -	- - - - -	- - - - -	- - - - -	18 7 7	314 9
14. Glenfalloch - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	3 8 4	57 3
15. Glenlichorn - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	5 3 3	85 2
16. Lochearn - - - - -	193 4 3	- - - - -	- - - - -	- - - - -	- - - - -	29 19 5	925 8
17. Lochtayside and Glendochart -	266 13 7	- - - - -	37 6 2	- - - - -	- - - - -	24 4 8	808 18
18. Monteith - - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	6 9 1	253 14
19. New Bridge of Earn - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	0 3 2	10 13

a Including 1,000l. postponed debt.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of In- terest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. TOTAL DEBTS.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
31,434 7 5	4	1,022 7 1	13,263 6 3	- - -	45,720 0 9	296 13 4	42 0 0	- - -	123 5 9	123 5 9
7,934 5 8	5	- - -	- - -	- - -	7,934 5 8	13 0 0	- - -	- - -	743 13 2	1,082 6 6
- - -	-	- - -	- - -	30 18 10	30 18 10	- - -	- - -	- - -	52 13 8	65 13 8
39,368 13 1	- -	1,022 7 1	13,263 6 3	30 18 10	53,685 5 3	309 13 4	42 0 0	- - -	919 12 7	1,271 5 11
30,611 8 5	5	- - -	34,694 1 3	11 5 3	95,316 14 11	- - -	- - -	- - -	- - -	- - -
5,305 19 0	4 to 5	- - -	5,553 9 0	60 8 10	10,919 16 10	- - -	- - -	20 14 0	- - -	20 14 0
35,905 0 8	5	- - -	- - -	- - -	35,905 0 8	- - -	- - -	- - -	2,097 16 9	2,097 16 9
2,684 11 6	4	- - -	7,455 12 1	- - -	10,140 3 7	- - -	- - -	- - -	721 4 7	721 4 7
3,222 0 0	5	- - -	10,148 16 0	24 17 10	13,395 13 10	- - -	4 8 0	11 10 0	- - -	15 18 0
68 0 0	5	- - -	- - -	- - -	68 0 0	- - -	- - -	- - -	29 16 3	29 16 3
3,015 4 8	5	- - -	1,705 8 1	- - -	4,720 12 9	- - -	- - -	134 4 1	1,868 11 5	2,002 15 6
7,366 0 11	4 & 5	- - -	1,711 6 6	173 13 2	9,251 0 7	- - -	- - -	- - -	- - -	- - -
2,100 0 0	5	- - -	- - -	- - -	2,100 0 0	- - -	- - -	- - -	5,996 0 5	5,996 0 5
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	11,645 15 5	11,645 15 5
972 10 9	4½	1,200 0 0	- - -	- - -	2,172 10 9	- - -	- - -	- - -	2,440 5 5	2,440 5 5
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	3,000 0 0	7,469 10 0	10,469 10 0
10,726 1 0	4	- - -	- - -	- - -	10,726 1 0	40 0 0	- - -	- - -	1,883 3 4	1,923 3 4
7,351 5 0	2½	- - -	- - -	- - -	7,351 5 0	- - -	- - -	- - -	7,980 11 8	7,980 11 8
24,984 11 0	5	- - -	985 14 4	- - -	25,970 5 4	- - -	- - -	155 16 2	19 17 6	19 17 6
54,134 18 9	5	- - -	95,018 16 4	- - -	149,153 15 1	- - -	- - -	- - -	- - -	- - -
550 0 0	4	- - -	- - -	- - -	550 0 0	- - -	- - -	- - -	12 4 3	12 4 3
3,250 0 0	-	- - -	2,879 9 9	- - -	6,129 9 9	- - -	- - -	34 16 8	372 17 3	407 13 11
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	15,085 11 8	15,085 11 8
22,247 11 8	- -	1,200 0 0	160,152 13 4	270 5 1	383,870 10 1	40 0 0	4 8 0	3,357 0 11	57,623 5 11	61,024 14 10
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	11 0 0	286 10 3	297 10 3
2,750 0 0	4	- - -	- - -	- - -	2,750 0 0	- - -	- - -	- - -	83 16 5	83 16 5
1,800 0 0	3½ & 4	- - -	- - -	3 12 3	1,803 12 3	- - -	- - -	- - -	- - -	- - -
4,550 0 0	- -	- - -	- - -	3 12 3	4,553 12 3	- - -	- - -	11 0 0	370 6 8	381 6 8
9,500 0 0	4	592 0 0	- - -	768 7 6	10,860 7 6	- - -	- - -	- - -	60 16 9	195 6 11
4,380 5 10	5	- - -	8,639 16 11	- - -	13,020 2 9	- - -	- - -	134 10 2	297 1 5	297 1 5
5,700 0 0	4	- - -	- - -	- - -	5,700 0 0	- - -	- - -	- - -	275 12 11	275 12 11
3,544 0 0	4	- - -	- - -	- - -	3,544 0 0	- - -	- - -	- - -	- - -	- - -
10,635 7 9	4½	- - -	- - -	155 15 2	10,791 2 11	- - -	- - -	- - -	856 9 8	856 9 8
2,121 8 0	4 & 5	- - -	1,312 8 9	317 13 1	3,751 9 10	- - -	- - -	59 11 9	- - -	59 11 9
12,457 5 6	4 & 5	- - -	15,389 10 5	- - -	27,846 15 11	- - -	- - -	159 8 10	193 4 1	352 12 11
200 0 0	4	- - -	- - -	- - -	200 0 0	- - -	- - -	- - -	88 15 5	88 15 5
8,000 0 0	4	- - -	158 11 8	153 2 10	8,311 14 6	16 0 0	- - -	45 15 10	- - -	61 15 10
7,075 0 0	2½	- - -	- - -	13 7 6	7,088 7 6	- - -	- - -	- - -	- - -	- - -
9,980 11 6	- -	- - -	21,802 1 4	- - -	30,882 12 10	- - -	- - -	18 14 7	73 10 9	92 5 4
42,106 0 9	5	- - -	57,814 19 1	- - -	99,920 19 10	- - -	- - -	242 4 6	- - -	242 4 6
4,280 0 0	4	- - -	7,008 19 3	- - -	11,288 19 3	- - -	- - -	- - -	46 6 0	46 6 0
5,543 14 0	5	- - -	18,432 15 7	- - -	23,976 9 7	- - -	- - -	60 12 5	28 13 11	89 6 4
13,493 18 9	4	- - -	23,398 18 11	- - -	36,892 17 8	- - -	- - -	- - -	209 1 3	209 1 3
12,215 0 0	4	- - -	2,275 10 0	- - -	14,490 10 0	6 16 3	- - -	- - -	193 3 3	199 19 6
2,989 11 0	4 & 4½	- - -	1,717 4 5	- - -	4,706 15 5	- - -	- - -	- - -	150 3 9	150 3 9
- - -	-	- - -	- - -	- - -	- - -	- - -	- - -	- - -	4,403 5 4	4,403 5 4

b Including 3,100l. postponed debt.

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

1.  NAMES OF TRUSTS.	2.  Balance in Treasurers' Hands on last Account.	3.  Balance due to the Treasurers on last Account.	INCOME.					8.  TOTAL INCOME.
			4.  Revenue received from Tolls.	5.  Revenue from Fines.	6.  Revenue from Incidental Receipts.	7.  Amount of Money borrowed on the Security of the Tolls.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.	
COUNTY OF PERTH—cont.								
20. Perth Bridge - - -	224 3 6	- - -	- - -	- - -	130 1 5	- - -	130 1	
21. Perth and Coupar Angus - -	308 12 8	- - -	837 0 0	- - -	8 0 8	- - -	845 0	
22. Perth and Crieff - - -	316 10 10	- - -	822 17 11	- - -	8 11 3	- - -	831 9	
23. Perth and Dunkeld - - -	62 18 10	- - -	564 10 5	- - -	15 2 0	- - -	579 12	
24. Perth and Kinclaven - - -	464 8 0	- - -	602 0 0	- - -	11 3 11	- - -	613 3	
25. Strathbraan - - -	81 6 2	- - -	155 7 6	- - -	0 11 9	- - -	155 19	
26. Strathtay - - -	- - -	2 15 10	71 10 0	- - -	0 17 2	- - -	72 7	
27. Taybridge Road - - -	116 1 11	- - -	299 12 6	- - -	10 16 10	- - -	310 9	
28. Tummell Bridge Road - - -	505 0 9	- - -	485 2 10	- - -	15 13 6	- - -	500 16	
£	8,694 17 2	1,554 3 0	11,864 2 5	- - -	629 9 4	300 0 0	12,793 11	
COUNTY OF RENFREW.								
1. Kelly Roads - - -	39 3 10	- - -	1,666 3 0	- - -	6 6 6	- - -	1,672 9	
2. Renfrew and Greenock - - -	198 12 0	- - -	2,065 0 0	- - -	415 2 3	- - -	2,480 2	
3. Renfrewshire, 1st District - -	- - -	534 16 6	11,636 0 0	- - -	87 2 0	- - -	11,723 2	
4. Ditto, 2nd District - - -	- - -	194 4 7	4,084 6 0	- - -	437 7 11	- - -	4,521 13	
5. Ditto, 3rd District - - -	- - -	488 3 4	858 0 0	- - -	44 10 0	- - -	902 10	
£	237 15 10	1,217 4 5	20,309 9 0	- - -	990 8 8	- - -	21,299 17	
COUNTY OF ROXBURGH.								
1. Drygrange Pontage - - -	2,035 0 10	- - -	- - -	- - -	49 0 6	- - -	49 0	
2. Great Road - - -	- - -	45 11 7	90 10 0	- - -	- - -	- - -	90 10	
3. Haremoss and Scotsdyke, East District - - -	1,053 10 4	- - -	526 12 6	- - -	66 8 9	- - -	593 1	
4. Jedburgh, 1st Assignment - -	- - -	681 8 3	1,165 4 3	- - -	10 17 3	- - -	1,176 1	
5. " 2nd Assignment - - -	20 0 5	- - -	958 2 8	- - -	- - -	- - -	958 2	
6. Kelso Bridge - - -	1,319 17 10	- - -	- - -	- - -	51 8 7	- - -	51 8	
7. Kelso Union, North Branch - -	- - -	13 17 6	456 0 0	- - -	- - -	- - -	456 0	
8. " West Branch - - -	126 14 7	- - -	273 17 2	- - -	50 9 7	- - -	324 6	
9. Lauder and Kelso - - -	262 13 1	- - -	787 0 0	- - -	2 15 5	- - -	789 15	
10. Liddesdale - - -	448 1 7	- - -	252 2 6	- - -	4 7 3	- - -	256 9	
11. Selkirk and St. Boswell's - -	11 11 4	- - -	48 5 10	- - -	- - -	- - -	48 5	
£	5,277 10 0	740 17 4	4,557 14 11	- - -	235 7 4	- - -	4,793 2	
COUNTY OF STIRLING.								
1. Crossmuirhead and Higginsneuch Ferry - - -	158 8 4	- - -	15 0 0	- - -	2 19 0	- - -	17 19	
2. Denny to Fintry Branch - - -	428 7 5	- - -	105 0 0	- - -	6 18 4	- - -	111 18	
3. Kerse Road and Bridge - - -	- - -	436 10 2	290 0 0	- - -	- - -	- - -	290 0	
4. Linlithgow Bridge to Stirling, &c. - -	108 7 6	- - -	2,465 5 10	- - -	2 7 5	- - -	2,467 13	
5. Redrow to Peathill - - -	8 12 9	- - -	568 0 0	- - -	3 0 3	- - -	571 0	
6. Stirling to Drymen Bridge - - -	17 12 6	- - -	482 14 6	- - -	26 3 8	- - -	508 18	
7. West Stirlingshire, First District - -	- - -	145 8 4	959 0 0	- - -	59 7 8	- - -	1,018 7	
8. " " Second District - - -	119 1 2	- - -	1,150 0 0	- - -	17 13 9	- - -	1,167 13	
9. " " Third District - - -	140 11 7	- - -	587 0 0	- - -	40 10 6	- - -	627 10	
£	981 1 3	581 18 6	6,622 0 4	- - -	159 0 7	- - -	6,781 0	

a Including carriage and materials.

b Including treasurer.



## EXPENDITURE.

9.	10.	11.	12.	13.	14.	15.	16.	17.	18.
Manual Labour.	Carriage of Materials.	Materials for Surface Repairs.	Land purchased.	Damage done in obtaining Materials.	Tradesmen's Bills.	Salaries of			Law Charges.
						Treasurer.	Clerk.	Surveyor.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
a 63 17 7	- - -	- - -	- - -	- - -	- - -	5 0 0	- - -	- - -	- - -
292 7 4	102 12 1	- - -	- - -	- - -	7 9 2	21 0 0	- - -	50 0 0	- - -
a 423 2 4	- - -	- - -	- - -	12 7 3	10 14 10	- - -	b 27 2 0	50 0 0	- - -
335 2 2	66 0 11	- - -	- - -	3 19 1	21 5 0	- - -	b 40 0 0	85 0 0	- - -
182 13 2	46 8 10	- - -	- - -	1 11 10	7 9 0	15 15 0	- - -	34 4 0	- - -
a 67 10 6	- - -	- - -	- - -	- - -	- - -	- - -	b 5 0 0	5 0 0	2 11 4
62 2 0	- - -	- - -	- - -	- - -	- - -	2 10 0	2 10 0	5 0 0	- - -
a 138 6 4	- - -	- - -	- - -	- - -	3 13 9	- - -	b 20 0 0	32 10 0	- - -
a 280 0 0	- - -	- - -	- - -	- - -	13 5 5	- - -	b 15 0 0	25 0 0	- - -
6,048 5 11	545 5 3	476 7 2	- - -	36 9 8	223 18 11	75 2 6	411 6 0	720 4 0	39 7 1
a 815 9 8	- - -	- - -	- - -	- - -	50 7 3	- - -	50 0 0	50 0 0	- - -
a 1,460 8 9	- - -	- - -	- - -	- - -	25 11 3	- - -	52 10 0	50 0 0	- - -
4,497 10 9	- - -	c 4,429 16 0	- - -	- - -	341 8 9	- - -	200 0 0	230 0 0	153 14 7
1,184 8 8	- - -	c 1,077 8 6	- - -	- - -	154 8 4	- - -	146 0 0	100 0 0	- - -
272 5 5	- - -	c 454 9 3	- - -	- - -	32 3 7	- - -	20 0 0	20 0 0	100 0 0
8,230 3 3	- - -	5,961 13 9	- - -	- - -	603 19 2	- - -	468 10 0	450 0 0	253 14 7
a 9 12 0	- - -	- - -	- - -	- - -	- - -	- - -	5 5 0	- - -	- - -
a 22 3 1	- - -	- - -	- - -	- - -	4 18 8	- - -	b 13 12 0	17 0 0	- - -
136 11 4	- - -	c 267 12 10	- - -	- - -	82 0 4	- - -	b 30 0 0	50 0 0	- - -
a 462 14 5	- - -	- - -	- - -	- - -	- - -	- - -	b 37 10 0	100 0 0	- - -
a 556 9 9	- - -	- - -	- - -	- - -	- - -	- - -	37 10 0	100 0 0	- - -
a 29 0 10	- - -	- - -	- - -	- - -	3 16 4	- - -	b 3 3 0	4 0 0	- - -
a 329 4 7	- - -	- - -	- - -	- - -	22 0 7	- - -	b 16 15 0	30 0 0	- - -
58 1 4	- - -	58 17 0	45 0 0	- - -	54 3 9	- - -	b 16 0 0	18 18 0	- - -
a 507 19 0	- - -	- - -	- - -	- - -	34 18 4	- - -	b 31 10 0	56 12 0	- - -
110 1 0	- - -	c 87 7 1	- - -	1 0 0	19 1 5	- - -	b 10 0 0	40 0 0	- - -
a 37 4 8	- - -	- - -	- - -	- - -	- - -	- - -	b 5 5 0	5 0 0	- - -
2,259 2 0	- - -	413 16 11	45 0 0	1 0 0	220 19 5	- - -	206 10 0	421 10 0	- - -
a 24 4 2	- - -	- - -	- - -	- - -	- - -	- - -	b 3 3 0	2 10 0	- - -
a 117 11 1	- - -	- - -	- - -	- - -	0 19 9	- - -	15 0 0	10 0 0	- - -
94 4 0	15 5 0	53 7 6	- - -	- - -	18 4 6	- - -	21 0 0	15 0 0	- - -
a 1,575 5 4	- - -	- - -	- - -	- - -	- - -	- - -	b 100 0 0	130 0 0	34 4 6
a 219 10 5	- - -	- - -	- - -	- - -	- - -	- - -	10 0 0	15 0 0	- - -
a 362 6 4	- - -	- - -	- - -	- - -	3 11 1	- - -	20 0 0	30 0 0	- - -
a 618 1 6	- - -	- - -	- - -	20 0 0	- - -	- - -	b 25 0 0	45 0 0	- - -
a 985 1 2	- - -	- - -	- - -	20 17 4	- - -	- - -	b 50 0 0	90 0 0	- - -
a 546 7 5	- - -	- - -	- - -	- - -	- - -	- - -	b 25 0 0	45 0 0	- - -
4,542 11 5	15 5 0	53 7 6	- - -	40 17 4	22 15 4	- - -	269 3 0	382 10 0	34 4 6

c Including carriage.

(Continued on page 20.)

ABSTRACT STATEMENTS OF INCOME AND EXPENDITURE OF

NAMES OF TRUSTS.	EXPENDITURE—continued.						
	19.	20.	21.	22.	23.	24.	25.
	Interest of Debt.	Annuities.	Improvements.	Watering Roads.	Debts paid off.	Incidental Expenses.	TOTAL EXPENDITURE.
COUNTY OF PERTH---cont.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s.
20. Perth Bridge - - -	- - -	- - -	- - -	- - -	- - -	5 16 1	74 13
21. Perth and Coupar Angus - - -	226 19 9	- - -	- - -	- - -	400 0 0	45 8 7	1,145 16
22. Perth and Crieff - - -	298 5 5	- - -	- - -	- - -	- - -	30 17 9	852 9
23. Perth and Dunkeld - - -	72 7 8	- - -	- - -	- - -	- - -	9 7 7	633 2
24. Perth and Kinclaven - - -	- - -	- - -	- - -	- - -	- - -	26 5 6	314 7
25. Strathbraan - - -	81 6 2	- - -	- - -	- - -	- - -	2 4 6	163 12
26. Strathtay - - -	- - -	- - -	- - -	- - -	- - -	3 4 9	75 6
27. Taybridge Road - - -	155 2 3	- - -	- - -	- - -	- - -	16 11 0	366 3
28. Tummell Bridge Road - - -	205 0 9	- - -	- - -	- - -	- - -	16 8 9	554 14
£	3,010 19 3	- - -	37 6 2	- - -	400 0 0	506 16 6	12,531 8
COUNTY OF RENFREW.							
1. Kelly Roads - - -	540 0 0	- - -	- - -	- - -	- - -	12 6 7	1,518 3
2. Renfrew and Greenock - - -	- - -	- - -	- - -	- - -	- - -	29 4 10	1,617 14
3. Renfrewshire, 1st District - - -	696 6 10	- - -	- - -	- - -	- - -	220 15 3	10,769 12
4. Ditto, 2nd District - - -	556 10 2	- - -	552 19 10	- - -	- - -	100 1 0	3,871 16
5. Ditto, 3rd District - - -	27 5 10	- - -	- - -	- - -	- - -	30 9 0	956 13
£	1,820 2 10	- - -	552 19 10	- - -	- - -	392 16 8	18,734 0
COUNTY OF ROXBURGH.							
1. Drygrange Pontage - - -	1 5 2	- - -	- - -	- - -	- - -	- - -	16 2
2. Great Road - - -	1 5 0	- - -	- - -	- - -	- - -	10 9 2	69 7
3. Haremooss and Scotsdyke, East District - - -	- - -	- - -	225 0 0	- - -	- - -	23 1 11	814 6
4. Jedburgh, 1st Assignment - - -	661 14 8	- - -	- - -	- - -	- - -	32 17 7	1,294 16
5. " 2nd Assignment - - -	- - -	- - -	- - -	- - -	- - -	24 5 6	718 5
6. Kelso Bridge - - -	- - -	- - -	- - -	- - -	- - -	9 1 10	49 2
7. Kelso Union, North Branch - - -	1 6 2	- - -	- - -	- - -	- - -	18 7 10	417 14
8. " West Branch - - -	123 19 2	- - -	- - -	- - -	- - -	12 10 1	387 9
9. Lauder and Kelso - - -	- - -	- - -	- - -	- - -	- - -	40 19 0	671 18
10. Liddesdale - - -	- - -	- - -	62 16 1	- - -	- - -	20 4 4	350 9
11. Selkirk and St. Boswell's - - -	- - -	- - -	- - -	- - -	- - -	0 16 2	48 5
£	789 10 2	- - -	287 16 1	- - -	- - -	192 13 5	4,837 18
COUNTY OF STIRLING.							
1. Crossmuirhead and Higginsneuch Ferry - - -	- - -	- - -	- - -	- - -	- - -	0 3 8	30 0
2. Denny to Fintry Branch - - -	- - -	- - -	- - -	- - -	- - -	10 5 1	153 15
3. Kerse Road and Bridge - - -	138 0 0	- - -	12 5 0	- - -	- - -	4 5 10	371 11
4. Linlithgow Bridge to Stirling, &c. - - -	445 3 4	- - -	- - -	- - -	- - -	188 0 4	2,472 13
5. Redrow to Peathill - - -	294 15 2	- - -	- - -	- - -	- - -	7 3 7	546 9
6. Stirling to Drymen Bridge - - -	183 9 2	- - -	- - -	- - -	- - -	19 11 11	618 18
7. West Stirlingshire, First District - - -	276 4 7	- - -	- - -	- - -	- - -	45 5 11	1,029 12
8. " " Second District - - -	- - -	- - -	- - -	- - -	- - -	51 7 10	1,197 6
9. " " Third District - - -	- - -	- - -	- - -	- - -	- - -	30 1 10	646 9
£	1,337 12 3	- - -	12 5 0	- - -	- - -	356 6 0	7,066 17

(Continued from page 19.)

a Including 2,003*l.* 15*s.* 4*d.* postponed debt. b Including 4,405*l.* postponed debt.

DEBTS.						ARREARS OF INCOME.				
26. Bonded or Mortgage Debts.	27. Rate of In- terest per cent.	28. Floating Debts.	29. Unpaid Interest.	30. Balance due to Treasurers on this Account.	31. TOTAL DEBTS.	32. Arrears of Tolls for current Year.	33. Arrears of other Receipts for current Year.	34. Arrears of former Years.	35. Balance in Treasurers' Hands on this Account.	36. TOTAL ASSETS.
£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7,743 15 4	4 & 4½	-	2,989 9 7	-	10,733 4 11	-	-	-	279 11 3	279 11 3
9,906 4 10	4	-	1,141 1 9	-	11,047 6 7	-	-	-	7 16 5	7 16 5
1,750 0 0	4 & 4½	-	-	-	1,750 0 0	-	-	-	295 10 5	295 10 5
10,076 13 3	4½ & 5	-	85,255 5 3	-	95,331 18 6	-	-	-	9 8 10	9 8 10
5,873 2 11	5	-	7,979 12 3	-	13,852 15 2	-	-	-	763 4 7	763 4 7
1,800 0 0	5	-	1,330 0 0	5 15 5	2,635 15 5	-	-	-	73 12 11	73 12 11
13,208 19 2	4 & 5	-	14,637 8 7	-	27,846 7 9	-	-	-	60 7 11	60 7 11
6,391 8 10	5	-	3,848 0 1	-	10,239 8 11	18 7 2	-	48 4 8	451 2 2	517 14 0
09,572 7 5	-	592 0 0	275,131 13 10	1,414 1 6	486,710 2 9	41 3 5	-	769 2 9	8,816 19 0	9,627 5 2
12,000 0 0	4½	-	-	-	12,000 0 0	-	-	-	193 9 10	193 9 10
251,883 4 9	5	-	-	-	51,883 4 9	-	-	-	1,060 19 5	1,060 19 5
26,835 0 0	4	744 13 0	20,060 12 0	-	47,640 5 0	-	-	-	418 13 4	418 13 4
12,180 0 0	4 & 5	113 0 0	2,261 18 8	-	14,554 18 8	-	-	-	455 12 10	455 12 10
4,670 0 0	4 & 5	420 0 0	3,269 10 7	542 6 5	8,901 17 0	-	-	-	-	-
107,568 4 9	-	1,277 13 0	25,592 1 3	542 6 5	134,980 5 5	-	-	-	2,128 15 5	2,128 15 5
25 2 6	5	-	-	-	25 2 6	-	-	-	2,067 19 2	2,067 19 2
-	-	-	-	-	-	-	-	-	24 9 6	24 9 6
19,264 18 8	4½	-	271 7 1	800 3 5	20,336 9 2	4 17 0	-	-	832 5 2	832 5 2
3,000 0 0	5	-	6,750 0 0	-	9,750 0 0	-	-	-	259 17 10	259 17 10
2,550 0 0	5	-	2,170 0 0	-	4,720 0 0	-	-	-	1,322 4 5	1,322 4 5
5,000 0 0	5	-	18,382 5 10	-	23,382 5 10	60 5 0	-	10 7 5	24 8 4	24 8 4
-	-	-	-	-	-	-	-	-	63 12 0	63 12 0
-	-	-	-	-	-	-	-	-	380 10 2	380 10 2
-	-	-	-	-	-	-	-	-	354 1 5	424 13 10
-	-	-	-	-	-	-	-	-	11 11 4	11 11 4
29,840 1 2	-	-	27,573 12 11	800 3 5	58,213 17 6	65 2 0	-	10 7 5	5,340 19 4	5,416 8 9
3,626 10 8	c	-	-	-	3,626 10 8	-	-	-	146 6 6	146 6 6
8,850 0 0	4 & 5	-	10,577 0 0	518 2 0	19,945 2 0	-	-	-	386 9 10	386 9 10
22,487 10 0	4 & 5	-	-	-	22,487 10 0	37 10 0	-	-	-	-
12,937 0 4	-	-	-	-	12,937 0 4	-	-	-	103 7 3	140 17 3
6,657 7 10	4 to 5	-	-	-	6,657 7 10	-	-	30 0 0	33 3 10	33 3 10
11,078 14 9	-	-	-	156 12 8	11,235 7 5	-	-	-	-	30 0 0
-	-	-	-	-	-	-	-	-	89 8 7	89 8 7
-	-	-	-	-	-	-	-	-	121 12 10	121 12 10
65,637 3 7	-	-	10,577 0 0	674 14 8	76,888 18 3	37 10 0	-	30 0 0	880 8 10	947 18 10

c Uncertain ; varies according to the income.



LONDON:

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,  
Printers to the Queen's most Excellent Majesty.  
For Her Majesty's Stationery Office.

# HARBOUR, &c. BILLS.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 5 March 1877;

THAT the Board of Trade do present to this House a REPORT on the  
CORK HARBOUR BILL.

---

1877.

## REPORT OF THE BOARD OF TRADE.

---

### CORK HARBOUR BILL.

---

By this Bill it is proposed, among other things,—

Clause 20. To enable the Cork Harbour Commissioners to levy a new rate not exceeding *One penny* per ton upon every ton of coal imported into, or delivered from any vessel within, the Harbour of Cork.

Clause 21. To enable the Corporation or Mayor of Cork to grant, assign, convey, and make over, to the Harbour Commissioners, in consideration of such sum as may be mutually agreed upon, the toll on coals known as “the Mayor’s Dues,” whereupon the toll shall cease, and be no longer payable.

There is, however, no provision for the postponement of the proposed new tax until the abolition of the “Mayor’s Dues.”

The toll in question is described in the Report of the Royal Commissioners appointed to inquire into Local Charges upon Shipping (Ireland, Appendix A., page 25), presented to Parliament in 1855, as follows:—

“1. Mayor’s Dues:

“On every ship or vessel the major part laden with coal: not exceeding 30 tons 3*s.* 9*d.*; exceeding 30, and not exceeding 50 tons, 5*s.*; exceeding 50 tons, 7*s.* 6*d.*

“Every ship or vessel half-laden with coal, one-half of the above dues, and so in proportion for a less quantity.

“Except in cases where the coal is the property of a freeman previously to entering the harbour.

“These dues have been commuted for the annual sum of 105*l.* The amount received in 1852 was 131*l.* 5*s.*, being five quarterly payments.

“They are ancient dues, the property of the Municipal Corporation of Cork. The proceeds form part of the borough fund.”

The Collector of Customs at Cork has recently reported to the Board of Trade as follows:—

“These dues are payable to the Mayor of Cork, not in money as quoted from the Royal Commission, but in kind, viz., 6, 9, and 12 bushels of coal respectively; the sums mentioned being the supposed value of the article when those rates were made. The dues were farmed by the Collector of Customs (not by the Harbour Commissioners) until March 1870,

“ at an annual sum of 105 *l.* The Corporation then put them up for public  
 “ competition, when they were let at 120 *l.* per annum. What the arrange-  
 “ ments between the lessee of the Corporation and the coal merchants are  
 “ I cannot say.”

The application to municipal purposes of the proceeds of a tax levied on ships or on goods carried in ships, is contrary to the principles of recent legislation, and any proposal to abolish such a tax is to be viewed with favour. But the Board of Trade would suggest for the consideration of Parliament that, whether the “ Mayor’s Dues ” are paid in money or in kind, they ought to be abolished before Clause 20 (which proposes a new rate to be levied by the Harbour Commissioners) is brought into operation, so that the trade may not have to pay two rates on coals to different parties ; and that the Bill should be amended accordingly.

Board of Trade,  
 February 1877.

*T. H. Farrer.*

HARBOUR, &c. BILLS.

1877.

REPORT OF THE BOARD OF TRADE.

CORK HARBOUR BILL.

Ordered, by The House of Commons, to be Printed,  
 5 March 1877.

82—(1)



## HARBOUR, &c. BILLS.

---

RETURN to an Order of the Honourable The House of Commons,  
dated 5 March 1877;

THAT the Board of Trade do present to this House a REPORT on the  
RATHMINES AND PEMBROKE MAIN DRAINAGE AND IMPROVEMENT BILL.

---

1877.

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### REPORT OF THE BOARD OF TRADE.

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#### RATHMINES AND PEMBROKE MAIN DRAINAGE AND IMPROVEMENT BILL.

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By this Bill it is proposed (among other things) to authorise a Joint Drainage Board for Rathmines and Pembroke townships to construct a single outfall sewer for the discharge of the sewage of the two districts, which is to be carried along the road to the Pigeon House Fort, through the fort and along the South Bull Wall as far as the Lifeboat House, where it is to discharge its contents into the tidal channel on the northern side of the wall.

The Board of Trade have received a communication from the Dublin Port and Docks Board, on the subject of the Bill, which is accompanied by a memorandum from their engineer (appended to this Report), stating the principal points upon which the interests of that body are concerned by the proposed scheme. The Board of Trade feel justified in calling the attention of Parliament to the annexed memorandum, with especial reference to the paragraphs relating to the Pigeon House Fort-road and to the Great South Wall and the adjacent tidal lands.

They desire also to refer to their Report made in 1871 to Parliament on the Dublin Main Drainage Bill (*see* Parliamentary Paper, No. 43 (5), of Session 1871), and they would point out that, as the present Bill now stands, there appears to be no provision against the discharge of the whole sewage of these two extensive and growing districts, with its solid contents, at any time of the tide, into the fairway of vessels entering the Liffey.

The Board of Trade have received representations from the Secretary of State for War calling attention to the injury to the defences of the Pigeon House Fort which he anticipates from the proposal to pass the sewer under the fort and adjacent harbour.

Board of Trade,  
March 1877.

*Edward Stanhope.*

## APPENDIX.

## MEMORANDUM by the ENGINEER to the DUBLIN PORT and DOCKS BOARD.

THE portion of this Bill which principally affects the interests of the Board is the outfall sewer. After leaving Irishtown this sewer crosses the strand in an embankment which encloses about 25 acres of the strand between it and Ringsend, and then passes along the Pigeon House-road and through the Pigeon House Fort, thence along the line of the Great South Wall as far as the east side of the White Bank, where it passes through the wall, and discharges into the river about low-water level. As regards the interests of navigation, the proposed outfall is not inferior to the present ones in the Dodder and Liffey, for the sewage will be discharged into a greater body of deep water, and much nearer the mouth of the river than at present. It must, however, be borne in mind that a somewhat larger area will be drained by the proposed scheme than at present drains into the Dodder or Liffey, it being the Promoters' intention to divert the sewage from Sydney Parade westward, and which at present discharges near Blackrock, into the proposed outfall. Should the Board be disposed to let this scheme pass, it will be necessary to get clauses to protect their interests and jurisdiction somewhat as follows:—

1st. The north limit of deviation along the Pigeon House-road shall not approach nearer than 25 feet to the river wall on the north side of the road.

2nd. The north limit of deviation between the Pigeon House Fort and the outfall pipe shall not include the Great South Wall.

3rd. The Great South Wall, and the strand and river to the north thereof, shall not be interfered with in any respect, except for the passage, construction, and maintenance of the outfall pipe, and for it alone, east of the White Bank, and this shall confer no other rights or powers on the Promoters other than an easement, and shall confer no property over the wall or to the north thereof, or permit a groin or other works than the pipe merely to pass through and be constructed north of the wall.

4th. The Board and its officers and servants shall be free from all claims on account of injury, real or alleged, caused by the operations of the Board to any of the drainage works.

5th. Any of the property of the Board interfered with or injured in any way by the drainage works, shall be replaced and repaired at the cost of the Promoters, and to the satisfaction of the Board.

6th. Catch pits shall be made as recommended by Sir John Hawkshaw, and worked so as to prevent mud deposit or solid matter passing into the river.

7th. No sewage shall be discharged except from high water to two hours before low water.

8th. Working plans and specification of any of the works authorised by the Act, and which affect the property or jurisdiction of the Board, shall, prior to their construction, be submitted to the Board for its approval, and no such works shall be commenced until such approval has been obtained.

9th. An arbitration clause should be introduced in case of differences, similar to Clause 12 in the Schedule of the Dublin Main Drainage Act, 1871.

10th. A general clause saving the rights of the Dublin Port and Docks Board should be introduced.

11th. A prohibition to sweep rubbish or filth of any description into the sewers should be introduced.

12th. The Promoters shall pay for the cost of removing banks, &c. in the river, caused by sewage from the outfall, or any other expense which the Board may incur in consequence of the drainage works.

13th. Present sewers opening into the Dodder or Liffey shall be closed, except for storm overflows, and the expense of future extensions of them through the quays or other works, or through any property of the Board, shall be defrayed by the Promoters, and the extension carried out to the satisfaction of the Board.

14th. Section 36 of the Bill will enable the Promoters hereafter to grant licenses to adjoining urban or rural sanitary authorities to discharge drainage into the sewers authorised by the Act, and therefore requires the Board's consideration.





HARBOUR, &c. BILLS.

1877.

REPORT OF THE BOARD OF TRADE.

RATHMINES AND PEMBROKE  
MAIN DRAINAGE AND IM-  
PROVEMENT BILL.

Ordered, by The House of Commons, to be Printed,  
5 March 1877.

82--(2).

*Under 1 oz.*

585

## H A R B O U R, &c. B I L L S.

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RETURN to an Order of the Honourable The House of Commons,  
dated 5 March 1877;--

THAT the Board of Trade do present to this House a REPORT on the  
SOUTH DUBLIN RAILWAY BILL.

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1 8 7 7.

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### REPORT OF THE BOARD OF TRADE.

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#### SOUTH DUBLIN RAILWAY BILL.

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By this Bill it is proposed to authorise the South Dublin Railway Company to construct a Railway from the termination of their authorised line at Rings-end Bridge to Benson-street, Dublin, crossing the lock entrance to the Grand Canal Docks, on a bridge of two opening spans each of 40 feet, and one fixed span of 25 feet, with a headway of 17 feet above low water of spring tides, or of from 3 to 5 feet at high water of spring tides.

The Board of Trade have received from the Dublin Grand Canal Company representations respecting the Railway which are set out in an Appendix to this Report, and they are of opinion that these representations deserve the attention of Parliament. They would further point out that in the year 1875 the same Company applied to Parliament for power to construct a Railway crossing the entrance to the dock, on a fixed bridge in the same position as the one now under consideration:—upon that scheme the Board of Trade presented to Parliament a Report (Parliamentary Paper, No. 17 (2), of Session 1875), in which they called attention to the injury which would be caused to the trade of Dublin if access to the Grand Canal Dock were to be cut off by a fixed bridge, and stated that they would not feel justified in recommending that an opening bridge should be substituted for the fixed bridge proposed by the Bill, so long as any alternative route not interfering with the entrance to the docks could be found.

To this last-mentioned opinion, which applies to the present scheme, the Board of Trade adhere, and they desire to call special attention to the representations of the Grand Canal Company with respect to the possibility of providing an alternative route.

Board of Trade,  
March 1877.

*T. H. Farrer.*

## APPENDIX.

## REPRESENTATIONS from the GRAND CANAL COMPANY.

THE valuable and extensive Floating and Graving Docks of the Grand Canal Company were constructed about the year 1790, at an expenditure of more than 120,000 £., and the undertaking was considered so important by the Government of the day that the State contributed 22,000 £. towards the work.

The Floating Dock covers an area of about 25 acres; it is situated within one statute mile of the General Post Office, and is easy of access in all directions; it has an average depth of 17 feet of water, and upwards of 5,000 lineal feet of quayage. In connection with the Floating Dock there are three Graving Docks for the building and repair of ships.

The land adjoining the Floating Dock is occupied by various manufactories, gas works, flour mills, corn stores, glass works, lime and brick works, timber stores, and a sugar refinery. There is also afforded in the Dock considerable accommodation to the general shipping entering the Port of Dublin.

Passing through the Floating Dock canal boats and barges enter the Grand Canal, by means of which there is a navigable communication between Dublin and Limerick, through the Shannon Navigation; and between Dublin and Waterford by the Barrow Navigation: thus forming a continuous system of more than 360 miles of inland navigation.

The Engineer of the Grand Canal Company has reported to the Board, that the proposed extension from Ringsend Bridge to Benson-street of the authorised "South Dublin Railway," which it is proposed shall cross the open tidal water close to the three locks which connect the Docks with the River Liffey, would be such a bar to the free entrance to the Docks from the river, as to render them almost useless. It is proposed to have three opening bridges, two spans of 40 feet each, and one span 25 feet, with a headway of 17 feet above low-water spring tides. The tidal pool at this place, already small enough, would be reduced in size, and a bar to the contemplated improvement of the Docks would be established, limiting the width of entrance to 40 feet, which is not enough for *paddle steamers*. Any new lock would be limited in length, and the mere passing of the Bill alone, would seriously interfere with improvements while the Act for the proposed Railway would be in force. The Engineer further reports that, it is quite practicable to get a line to the south side of the Docks, along Charlotte Quay, where there is open ground available for a terminus between that quay and the Ringsend-road, and which is included within the limits of deviation, marked on the plan. The Engineer also adds that in the year 1864 part of the scheme of the authorised "Dublin Trunk Connecting Railway" was to make a Branch line to the Quay, from the main line which was to run through Ringsend; and that this is a line which could be easily made, and at much less cost than the proposed one.

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HARBOUR, &c. BILLS.

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1877.

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REPORT OF THE BOARD OF TRADE.

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SOUTH DUBLIN RAILWAY  
BILL.

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*Ordered, by The House of Commons, to be Printed,  
5 March 1877.*

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559

## HARBOUR, &c. BILLS.

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RETURN to an Order of the Honourable The House of Commons,  
dated 5 March 1877;—

THAT the Board of Trade do present to this House a REPORT on the  
THURSO RIVER HARBOUR BILL.

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1877.

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### REPORT OF THE BOARD OF TRADE.

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#### THURSO RIVER HARBOUR BILL.

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By this Bill it is proposed to incorporate the Thurso River Harbour Company with power to construct breakwaters, quays, embankments, and other works for the improvement of the river between the bridge and the sea. These works include the widening and deepening of the river between the stepping stones and the sea, and the reclamation of foreshore on both sides of the river.

The Bill also enables the Company to be a pilotage authority, to license pilots, and to levy pilotage rates.

With regard to the proposed works, the Board of Trade are advised that the reclamation of a large quantity of tidal land towards the upper part of the harbour may prove prejudicial, and that although the deepening of the river channel and the construction of a breakwater to shut out the sea, now setting in from the northward, will undoubtedly be improvements to a certain extent, yet it should not be overlooked that the deepening of the channel and the removal of the shallow banks which now obstruct its course, will admit a greater volume of water into that channel, to which the proposed quay walls will tend to act as conductors. This may have the effect of rendering the berths alongside the quay very uneasy, causing much straining, and material wear and tear of the ships and their tackle.

It appears probable that if vessels lie uneasily upon the steep beach in its present condition, they will lie much more uneasily at the quays along which the waves will run with the increased force which may be expected to result from the deepening of the channel and the construction of the quay walls.

Instead, therefore, of reclaiming the recesses which now receive the tidal water on both sides of the harbour, it may be a question whether it would not be more advisable to attempt to render those recesses, lying as they do out of the direct run of the sea, more available for the accommodation of shipping. The object should rather be to facilitate as much as possible the reduction of the force of the waves, by allowing them to expand and expend themselves over a wide space than to increase their force by concentrating them in a narrow space between the quay walls. Another advantage which would result from leaving the recesses at each side of the channel at their present width would be the greater force of the tidal scour through the deepened channel.

The Board of Trade desire to call attention to the 65th Clause of the Bill prescribing the conditions antecedent to the partial and complete exercise of the power to levy rates on ships and goods. In addition to the fact of the specified sum of money having been spent, it would appear desirable to provide that the



works upon which it has been spent are maintained in a durable condition, so long as dues are leviable.

With regard to the question of pilotage, the Board of Trade think it right to direct the attention of Parliament to the terms of the 70th Clause of the Bill, which taken in conjunction with Schedule D. might appear to imply that if the Bill becomes law the Company would be entitled to recover pilotage rates in respect of vessels entering or leaving the harbour, whether a pilot had been employed or not. This implication would be avoided if the pilot dues named in Schedule D. were leviable only on vessels "in charge of a pilot."

Board of Trade.  
March 1877.

*T. H. Farrer.*

HARBOUR, &c. BILLS.

1877.

REPORT OF THE BOARD OF TRADE.

THURSO RIVER HARBOUR BILL.

Ordered, by The House of Commons, to be Printed,  
5 March 1877.

## H A R B O U R, &c. B I L L S.

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RETURN to an Order of the Honourable The House of Commons,  
dated 5 March 1877;—

THAT the Board of Trade do present to this House a REPORT on the  
WEAR RIVER COMMISSIONERS BILL.

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1 8 7 7.

### REPORT OF THE BOARD OF TRADE.

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#### WEAR RIVER COMMISSIONERS BILL.

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By this Bill it is proposed (among other things) to empower the River Wear Commissioners to remove the rock outside the entrance to the River Wear, known as Hendon Rock.

It is further proposed that, so soon as the Commissioners shall have removed so much of the rock as to ensure a constant depth of water of at least 12 feet over every part of the rock, they shall be relieved from the liability to fix and maintain a beacon or buoy upon the rock, imposed upon them by the 71st Section of the Sunderland Dock Act, 1855.

The Board of Trade have been in communication with the Corporation of Trinity House of Deptford Strond on the subject of the Bill, and have received from the Elder Brethren an intimation that, in their opinion, the interests of navigation will still require that this rock should be marked, even if the proposal of the Commissioners to reduce it so as to leave a constant depth of at least 12 feet of water be carried out. In this opinion the Board of Trade concur, and they desire to point out that the buoy not only marks the Hendon Rock, but also provides vessels with the means of avoiding a neighbouring rock called the Whitestone, which is at present not marked in any way, and over which there is a low-water depth of only 10 feet. Both of these rocks are within the limits of the jurisdiction of the River Wear Commissioners, and their existence forms, in the opinion of the Board of Trade, a greater danger to vessels entering or leaving the port of Sunderland than to the passing trade. It consequently follows that the local authority, within whose jurisdiction these rocks lie, should not be relieved from the duty of marking the Hendon Rock, and that the expense of such marking should not be thrown upon the passing trade, or, in other words, on the Mercantile Marine Fund, which will be the necessary result of giving effect to the proposals of the Commissioners.

The Board of Trade would therefore suggest to Parliament that the 7th Clause of the Bill should be omitted.

Board of Trade,  
March 1877.

*T. H. Farrer.*

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HARBOUR, &c. BILLS.

1877.

REPORT OF THE BOARD OF TRADE.

WEAR RIVER COMMISSIONERS  
BILL.

Ordered, by The House of Commons, to be Printed,  
5 March 1877.



RETURN to an Order of the Honourable The House of Commons,  
dated 17 April 1877 ;—for,

RETURN “of the Names of all HARBOURS in the UNITED KINGDOM for which  
BYE-LAWS have been sanctioned or made by the Board of Trade, under the 34th  
Section of ‘THE EXPLOSIVES ACT, 1875,’ up to the 31st day of March 1877, distin-  
guishing those which prohibit all Traffic in EXPLOSIVES, or restrict it to 30 lbs.  
weight.”

Board of Trade, }  
24 April 1877. }

EDWARD STANHOPE.

RETURN of the Names of all HARBOURS in the UNITED KINGDOM for which  
BYE-LAWS have been sanctioned or made by the Board of Trade under the 34th  
Section of “THE EXPLOSIVES ACT, 1875,” up to the 31st day of March 1877, distin-  
guishing those which prohibit all Traffic in EXPLOSIVES, or restrict it to 30 lbs. weight.

Aberdeen.	Faversham.	*Morrison's Haven.
Annalong.	*Fleetwood.	Newcastle (Down).
*Anstruther.	†Fort William.	†Newhaven (Sussex).
*Ardglass.	Fowey.	§Newport (Isle of Wight).
Arundel.	†Frisky Wharf (Bowling).	*Pettycur.
Balbriggan.	*Garmouth.	*Pittenweem.
Ballywalter.	*Gatehouse.	Poole.
*Banff.	*Greenore.	Portaferry.
*Bangor (Down).	Hayle (part of).	*Port Gordon.
*Balmerino.	*Holyhead.	Porthleven.
Barmouth.	Hull Docks.	Pulteney.
Belfast.	*Hull (Old Harbour).	Queenborough.
*Boston.	Ilfracombe.	*Quoile.
Bristol.	Ipswich.	†Ramsgate.
*Broadstairs.	*Killough.	*St. David's, N.B.
*Buckhaven.	Kilkeel.	Sanday Pier.
Carnlough.	Kings Lynn.	*Silloth.
Carnarvon.	*Kircubbin.	Sligo.
Cattewater.	*Kirkcudbright.	Southampton.
*Charlestown.	Kirkwall.	Stornoway.
*Chepstow.	Larne.	*Tayport.
*Clovelly.	Leith.	Thames.
§Cowes.	Little Ferry.	Watchet.
*Dover (Government Pier).	Llanelly.	*West Wemyss.
†Dover (Harbour).	*Macduff.	Wexford.
Dublin.	†Margate.	Whitby.
†Dundee.	*Maryport.	*Widnes Dock.
Falmouth.	*Methil.	Yarmouth (Great).

\* Loading or unloading within harbour limits is, subject to the exemptions and savings referred to in the Act, prohibited.

† Vessels having more than 30 lbs. weight of explosive on board are not, except in cases of extreme emergency, permitted to enter these harbours.

‡ In this case there is one set of bye-laws for gunpowder and another set for other explosives.

§ These two harbours are regulated by the same bye-laws.

HARBOURS (BYE-LAWS AS TO EXPLOSIVES).

RETURN of the Names of all Harbours in the United Kingdom for which Bye-Laws have been sanctioned or made by the Board of Trade under the 34th Section of "The Explosives Act, 1875," up to 31 March 1877, distinguishing those which prohibit all Traffic in Explosives or restrict it to 80 lbs. weight.

(*Mr. McLagan.*)

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*Ordered, by The House of Commons, to be Printed,  
25 April 1877.*

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(PROVISIONAL ORDERS.)

SESSION 1877.

REPORT by the BOARD of TRADE of their PROCEEDINGS under "The GENERAL PIER and HARBOUR ACT, 1861," and "The GENERAL PIER and HARBOUR ACT, 1861, AMENDMENT ACT."

IN pursuance of the 19th Section of "The General Pier and Harbour Act, 1861," the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the above-named Acts.

The steps to be taken by Promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors, the Board of Trade have made the following regulations, and in the case of all notices given of intention to apply for a Provisional Order under the above Acts, the Promoters are required to publish a notice directing attention to the same:—

"1. Any objections to the Provisional Order which it is intended to urge on the Board of Trade must be sent in to that office before the 15th of January. A copy of such objections must also be sent at the same time to the Promoters; and in forwarding the objections to the Board of Trade, the objectors, or their agents, should state that this has been done.

"2. The Board of Trade will entertain and consider objections founded on alleged injury to public interests, or alleged violation of admitted principles, *e.g.*, 'That the proposed work will injure a public harbour,' or 'That tolls are to be imposed on ships which will derive no benefit from them,' and they will not proceed with any Provisional Order to which valid objections of this description are shown to exist. Objections arising out of competition, or out of opposition between local interests, they will only attempt to settle, provided the parties are willing to abide by their decision. When the parties cannot come to terms, the Board of Trade will not order a local inquiry, or attempt to anticipate the decision of Parliamentary Committees."

No new regulations have been made this Session by the Board of Trade.

The following is a statement of the applications now under the consideration of the Board of Trade, and of the steps which have been taken with respect to them:—

1. ARBROATH.

The Promoters are the Trustees appointed under the Local Acts 2 Vict. c. 16, and 27 Vict. c. 33, which empowered them to construct works for the improvement of the Harbour of Arbroath, and to levy rates.

They apply for powers—

1. To borrow an additional sum of 20,000 £., and to re-borrow.
2. To levy additional rates, to levy increased rates on occasion to meet deficiency in revenue, and to levy extra pilotage under extraordinary circumstances.
3. To revise rates.



The Draft Order provides that an annual account shall be sent to the Board of Trade.

Objections to the application have been received from 97 fishermen of Arbroath, to the effect that the works hitherto constructed by the Trustees have not increased the accommodation formerly enjoyed by the fishermen, who, on the contrary, have been restricted in their use of the harbour; and that the present application "is an attempt to raise capital by exorbitant dues on fishermen to complete works from which they are to receive no benefit," and which will seriously reduce the accommodation for fishing boats.

The Promoters have replied to the effect that the financial condition of the harbour makes it necessary to increase the revenue by levying additional rates, that fishing boats have hitherto derived more benefit than any other class of craft from the works already constructed by the Trustees; and that the restrictions on the use of parts of the harbour by fishing boats are owing to large parts of the quays not being available for vessels during the progress of the works.

This case is still under consideration.

## 2. BARREMMAN (Gareloch).

The Promoter is Mr. Robert Thom, of Barremman, who applies for powers—

1. To construct a pier, with all necessary works, &c., commencing at a point on the north-east side of the public road from Clynder to Garelochhead, about 28 yards north of the junction of that road with a road leading past Campbell's Villa, and extending into the sea for about 101 yards in a north-easterly direction.
2. To levy rates.
3. To borrow 2,000 £, and to re-borrow.

The estimated cost of the proposed works is 1,823 £.

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

Objections to the application have been made by Messrs. D. and A. Chalmers, of Clynder, Gareloch, and are to the effect that the proposed pier will, if constructed, be within 600 yards of the pier now open for public traffic which they have constructed under the provisions of "The Clynder Pier Order, 1866," and that it is consequently unnecessary and will prove an obstacle to navigation and an injury to their interests.

The Promoter has replied that the proposed pier will be a great convenience to the Barremman Estate, of which he is owner, and to parties to whom he has leased portions of the estate, and that it will in some respects be better situated for accommodating steamers entering or leaving the Gareloch than the Clynder Pier, which is said to be out of repair and unsafe.

It is the practice of the Board of Trade not to withhold schemes from Parliament on the ground of objections arising out of competition, and they have accordingly settled and made an Order.

## 3. BARRY.

The Promoters are Mr. Robert Francis Lascelles Jenner, of Wenvoe Castle, and Mr. John Davies Treharne, who apply for powers—

1. To construct the following works:—

A breakwater at Barry Island, in the county of Glamorgan, with all necessary works and conveniences, commencing at the western extremity of such island, extending westward into the estuary between the island and the mainland for about 600 feet, and terminating opposite to Coldnap.

A channel or cut commencing at a point in the said estuary 300 feet seaward of the line of the proposed breakwater continued to the low-water channel of the estuary, and extending along the estuary

estuary to and terminating at a point opposite to the entrance into the estuary of the brook separating the parishes of Merthyr Dovan and Cadoxton-juxta-Barry.

An embankment or wharf commencing at a point on the shore of the mainland about 400 yards eastward of Barry Farm House, extending along the shore in an easterly direction for about 1,800 feet, and terminating near the mouth of the brook above mentioned.

From time to time to maintain, alter, and improve roads, approaches, conveniences, &c., and to alter, dredge, deepen, and enlarge channels and waterways.

2. To levy rates.
3. To be constituted a local authority.

The estimated cost of the proposed works is 70,000 *l*.

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to revise the rates.

Objections to the application have been received from—

Lady Mary S. L. Windsor Clive, as guardian of her son, Lord Windsor;  
The Taff Vale Railway Company.

Lord Windsor is largely interested in, and the Taff Vale Railway Company are lessees of, the Penarth Harbour Dock and Railway.

The objections are to the effect that the proposed undertaking would create an unnecessary and injurious competition with the Penarth Harbour and Dock, which are capable of affording ample accommodation for shipping, and are only five miles from Barry Island.

The Promoters have since withdrawn their application.

#### 4. BONAR BRIDGE.

The Promoter is Sir Charles W. A. Ross, Bart., of Balnagown, who applies for powers—

1. To construct the following works:—

A pier or quay on the west side of the Estuary or Firth of Dornoch, or Kyle of Sutherland, commencing at a point about 76 yards south of the south side of the western end of Bonar Bridge, and extending for about 33 yards in a southerly direction along the west side of the estuary.

Strengthening and improving the existing training wall or bulwark on the western side of the low-water channel of the Estuary, commencing at a point about 138 yards below Bonar Bridge, and extending for about 527 yards in a southerly direction.

A training wall near the low-water line on the western side of the low-water channel, commencing at the seaward end of the existing training wall, and extending in a south-easterly direction for about 383 yards following the line of the main low-water channel.

2. To dredge, deepen, and enlarge channels, &c.
3. To levy and lease rates.
4. To borrow 3,000 *l*., and to re-borrow.

The estimated cost of the proposed works is 3,000 *l*.

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

Objections to the application have been received from the Duke of Sutherland, and are to the effect that the proposed works are not required by any public necessity, and will, by obstructing the passage of salmon up the Estuary, injure



injure his own and the other salmon fishings in the upper part of the Estuary and the affluent streams; that there is now ample quay accommodation below the bridge; that vessels passing to his property above the bridge would be subjected to rates on account of, and without receiving any benefit from, the proposed works, which will, it is stated, injure the navigation; that legal proceedings which he has instituted in the Court of Session in Scotland against the Promoter for constructing works of a less extensive character but near the sites of those now proposed, on the ground of their being injurious to the fishery, are still pending; and that the real object of the application is to give increased facilities for the capture of salmon by the Promoter and his tenants.

The Promoter, whilst admitting the existence of the legal proceedings above referred to, has joined issue upon the other points raised by the objector, and states that the proposed works are urgently needed for the conservation of the navigation; and he is willing that a clause should be inserted in the Order, providing that the Order shall not be held to confer on the Promoter any right of fishing not otherwise competent to him, and prohibiting him and his tenants from fishing from any part of the proposed works where it has been, or may be, decided to be illegal for him or them to do so by the courts of law; he also offers to modify the rates to be levied on vessels going above the bridge without using the pier, as they will only derive benefit from the training walls.

The application is still under consideration.

#### 5. BRIXHAM.

The Promoters are the Commissioners for improving the Harbour and Market of Brixham, appointed under a Local Act, 1 Vict. c. 75, and they were also the Promoters of "The Brixham Harbour Order, 1875."

The object of the application is to effect certain alterations and amendments in the Order of 1875.

No objections have been received to this application, and, as it is made with the intention of remedying certain omissions and errors which had been suffered to exist in the Order of 1875, the Board of Trade propose, subject to a certain modification, to proceed with the Order.

#### 6. CARNARVON.

The Promoters are Harbour Trustees appointed under the Local Acts 33 Geo. 3, c. 123, and 49 Geo. 3, c. 24.

The object of the application is to obtain amendments of some of the provisions of the last-named Act, which relate to the sale or lease of property vested in the Trustees, and the lease or mortgage of the rates, and to obtain power to mortgage property, and to borrow 30,000*l*.

No material objections have been received to this application, and the Board of Trade propose, subject to certain amendments, to proceed with the Order.

#### 7. DUMBARTON.

The Promoters are the Corporation of Dumbarton, who, by "The Dumbarton Corporation Gas Works, Pier, &c. Act, 1873," were authorised, *inter alia*, to construct a pier on the foreshore of the River Clyde, with an approach road; to dredge in the vicinity of the pier, in order to facilitate access to it from the channel of the river; to levy rates for use of the pier and road; to borrow 6,000*l*. for the purposes of the pier and road on mortgage of the same, or of the rates leviable in respect of the same, and to re-borrow; and to levy on owners and occupiers of property in the burgh, a "Corporation Guarantee Rate" in order to meet deficiencies arising in funds for payment of interest on money borrowed under the Act, or of the sinking funds prescribed by the Act.

They now apply for power to borrow an additional sum of 4,500*l*. for the purposes of the pier on the security of the pier and pier rates, and to re-borrow.



The Draft Order provides that the Corporation Guarantee Rate is to be a security for the payment of the interest of money borrowed under the Order, and for payments to a further sinking fund. It also provides that an annual account shall be sent to the Board of Trade.

Objections to the application have been received from a large number of shipowners, merchants, and others of Dumbarton, and are to the effect that the Corporation, who are the Trustees of the Harbour of Dumbarton (within which the pier to which the application relates is not situate), have used the harbour plant for dredging in the vicinity of the pier without making a sufficient payment to the harbour funds; and that the sum proposed to be borrowed should be large enough to allow of the sum of 1,655*l.* being paid out of it to the harbour as further compensation for the past use of plant, and that such payment should be made compulsory. Objection is also taken to the proposal to make the Corporation Guarantee Rate subject to further liability, which, it is argued, will, if adopted, amount to sanctioning the imposition of an additional rate on the town, and is not an object coming within the scope of the General Pier and Harbour Acts.

The Board of Trade have not taken either the application or the objections into consideration, as they are advised that the case falls within the exceptions specified in Section 13 of "The General Pier and Harbour Act, 1861," and that they have consequently no power to make an Order in the matter.

#### 8. HORNSEA (North).

The Promoters are "The Hornsea Pier Company (Limited)," who obtained, in 1866, an Order enabling them to construct a pier, jetty, and landing-place at Hornsea, and, in 1871, another Order extending the time for the completion of the works authorised by the former Order. The works have not, however, been constructed, and the powers conferred by the above Orders have lapsed.

The Company now apply for powers—

1. To construct, at Hornsea, a pier, jetty, and landing-place, with all proper works, approaches, and conveniences for promenade and for embarking and landing passengers, cattle, and goods, commencing at or near the north-eastern extremity of a field called Hodgson's Close, and extending seaward in an easterly direction for about 1,200 feet.
2. To levy rates.

The estimated cost of the proposed works is 12,000 *l.*

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

No objections have been received to this application, which is in competition with that referred to below under the head of "Hornsea (South)." For the reasons given on the next page the Board of Trade propose, subject to some modification, to proceed with this Order.

#### 9. HORNSEA (South).

The Promoters are "The Hornsea Pier, Promenade, and General Improvement Company, Limited," and the present application is apparently part of a scheme for the general improvement of Hornsea and its neighbourhood.

They apply for powers—

1. To construct the following works:—

A pier commencing at a point near high-water mark, about three chains south of the eastern end of the road called Mill-lane, which leads from Hornsea Bridge Railway Station, past South Cliff Cottage to the sea shore, and extending seaward in an easterly direction for about 370-yards.

A sea wall or embankment commencing at a point about two chains southward, and terminating in the south side of Mill-lane at a

point about 2½ chains northward from the point of commencement of the proposed pier.

All necessary approaches and conveniences.

2. To dredge, scour, and deepen the bed and shore of the sea at or near any part of the works.

3. To levy rates.

The estimated cost of the proposed works is 12,500 *l*.

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

Objections to the application have been received from—

The Hornsea Pier Company (Limited), the Promoters of the application above referred to, under the head of “Hornsea (North).”

Mr. J. A. Wade, the Chairman of the Hornsea Pier Company, (Limited).

They state, as objections to the granting of an Order for the construction of the proposed pier “as the sole pier for Hornsea,” that there is no reasonable and sufficient access to and from the village of Hornsea and the railway terminus at Hornsea and the proposed pier, which will be at some distance from those places; that the Promoters have no means of laying a tramway for the carriage of fish, &c. between the pier and the railway terminus, and that the portion of beach adjoining the pier would be unsuitable for the construction of an esplanade communicating with the village and railway terminus; that the present scheme was comprised in a Bill promoted by the chief of the present Promoters in the Session of 1876, when it was rejected by Parliament; and that the exercise of the proposed power for dredging, &c. the bed and shore of the sea would injure the beach for a considerable distance, and the works which have been and are being constructed by Mr. Wade for the defence from the encroachment of the sea of lands which he owns, and would favour encroachments of the sea.

The Promoters have replied that their Bill of last Session was thrown out in consequence of the objections of Mr. Wade, not to the proposed pier, but to the taking of land from him compulsorily for additional approaches; that Mr. Wade urged in his Petition to Parliament against that Bill that the roads which are now said to afford no reasonable and sufficient access to the pier were amply sufficient; that fish will be taken to the Hornsea Bridge Station, which is a goods station, and not to the terminus, which is exclusively a passenger station; and that there will be facilities in the vicinity of the pier for the construction of an esplanade.

This application is in competition with that referred to above under the head of “Hornsea (North),” from which it is distant a quarter of a mile in a southerly direction.

If the interests of the public had absolutely required that one only of the applications should be granted, the Board of Trade would, in accordance with their regulations, have had to decide which scheme ought to be recommended to Parliament; and, in making the selection, they would perhaps have chosen the “Hornsea (North)” site, situated, as it is, closer to and in a more convenient position as regards the town of Hornsea and the railway terminus there than the “Hornsea (South)” site, which is to the south of the town.

But they are of opinion that upon public grounds neither of the piers is objectionable; and if either were already made and open to the public, they would probably not refuse an application for the other scheme.

Having regard, therefore, to their general practice not to withhold from Parliament schemes on the ground of objections arising out of competition, or out of opposition between local interests, when the parties are unwilling to abide by their decision, the Board of Trade propose, subject to certain modifications, to proceed with the “Hornsea (South)” application, as well as, in accordance with the intimation given above, with that in the case of “Hornsea (North).”



10. LELANT (HAYLE).

The Promoters are Mr. Winthrop Mackworth Praed and Mr. George Edward Martin, who apply for powers—

1. To levy rates at the existing Lelant quays, and within certain limits in their vicinity.
2. To make special bye-laws with respect to the levying of rates and the time at which and the manner in which vessels or boats shall enter, leave, or lie within the limits to which the Order relates.

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

Objections to the application have been received from Messrs. Harvey & Co., the owners or occupiers of certain quays, &c. in the port of Hayle, and are to the effect that the Draft Order contains no saving clause respecting certain small charges now leviable by the Objectors on ships using the harbour of Hayle, for the maintenance of posts marking the channel, buoys, and lights; and that, as the bar of the harbour, and consequently the access to the Lelant quays and to the area within which it is proposed to levy rates, are only kept open and accessible by means of sluicing operations, &c. conducted by Messrs. Harvey & Co., it would be inequitable to levy the rates without making provision for contributing to the cost of sluicing.

The Promoters have replied that they are willing to consent to a clause reserving the right to levy the existing charges on ships so far as they relate to marking the channel, and to contribute towards the other matters to which Messrs. Harvey refer, if the latter will guarantee the proper maintenance of the inner buoys, lights, and sluicing operations. They add that Messrs. Harvey & Co.'s quays are private quays, and that it is intended that the Lelant quays shall be open to the public.

The Board of Trade have intimated to the Promoters that they should endeavour to come to some arrangement with Messrs. Harvey & Co., and the case is still under consideration.

11. LYNMOUTH.

The Promoters are "The Lynmouth Pier and Harbour Company (Limited)," who apply for powers—

1. To construct a pier and jetty with all necessary works, approaches, and conveniences for embarking and landing passengers, cattle, and goods, commencing at or near the landward end and westward of the existing pier or wharf at Lynmouth, and extending seawards for about 250 yards in a northerly direction, and a further distance of about 250 yards in a north-easterly direction.
2. To levy rates.
3. To borrow 5,000 *l*.

The estimated cost of the proposed works is 13,670 *l*.

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

In 1872, Mr. R. L. Roe, Lord of the Manor of Lynton, obtained an Order authorising the construction of two piers and an approach road in the locality to which the present application relates, but the works were not proceeded with, and the powers conferred by the Order have lapsed.

No material objections have been received to the present application, and the Board of Trade propose, subject to certain modifications, to proceed with the Order.

12. ROSSLARE.

The Promoters are the Rosslare Harbour Commissioners, who were incorporated under "The Rosslare Harbour Order, 1869," and obtained powers under that Order to construct a pier and other works, to levy rates, &c.



## 8 REPORT:—PROCEEDINGS UNDER PIER AND HARBOUR ACT.

The works were not, however, completed within the time allowed by law, and the object of the present application is to revive certain of the powers conferred by the Order of 1869, and to obtain power to complete the works, and to borrow an additional sum of 15,000 £.

The estimated cost of the proposed works is 54,000 £.

No objections have been received to this application, and the Board of Trade propose, subject to certain amendments, to proceed with the Order.

### 13. RYDE.

The Promoters are "The Ryde Pier Company," who were incorporated under a Local Act, 52 Geo. 3, c. 196.

They apply for powers—

1. To raise additional capital by the creation and issue of new shares or stock, and to create and issue debenture stock.
2. To borrow an additional sum of 13,300 £.

No objections have been received to this application, and the Board of Trade propose to proceed with the Order.

### 14. SKERRIES.

The Promoters are Mr. Ion Trant Hamilton, M.P., and others, in whom the pier and harbour at Skerries are now vested, and who apply for powers to transfer the same to the Dublin Port and Docks Board.

The Draft Order provides for the acceptance of the transfer by the Dublin Port and Docks Board, and proposes to authorise them to levy rates. That Board have expressed their willingness to accept the transfer on certain conditions:

No objections have been received to this application, and the Board of Trade propose, subject to certain modifications, to proceed with the Order.

### 15. TOWYN.

The Promoters are "The Towyn Pier Company, Limited," who apply for powers—

1. To construct a pier, with a landing place and all necessary conveniences, commencing at the termination on the sea-shore of Towyn High-street, and extending seawards for about 1,200 feet.
2. To levy rates.

The estimated cost of the proposed works is 11,000 £.

The Draft Order provides that an annual account shall be sent to the Board of Trade, who are empowered to reduce the rates.

No material objections have been received to this application, and the Board of Trade propose, subject to certain amendments, to proceed with the Order.

Board of Trade.

27th February 1877.

*T. H. Farrer.*



PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

SESSION 1877.

REPORT by the Board of Trade of their  
PROCEEDINGS under "The General Pier and  
Harbour Act, 1861."

*(Presented pursuant to Act of Parliament.)*

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*Ordered, by The House of Commons, to be Printed,  
28 February 1877.*

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575  
DOVER HARBOUR.

RETURN to an Order of the Honourable The House of Commons,  
dated 4 August 1877;—*for*,

C O P Y

OF THE

RECENT REPORTS

ON

DOVER HARBOUR.

Board of Trade, {  
10 August 1877. }

EDWARD STANHOPE.

(*Sir George Balfour.*)

*Ordered, by The House of Commons, to be Printed,*  
*10 August 1877.*

## LIST OF PAPERS.

No.				PAGE.
1	H. 2753 -	28 Mar. 1877	Report by Sir John Hawkshaw, C.E. - - -	3
2	H. 4683	5 June 1877	Report by Mr. Edward Druce, C.E. - - -	4

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R E P O R T S  
ON  
D O V E R   H A R B O U R.

— No. 1. —

*Sir John Hawkshaw, C.E., to Board of Trade.*

(H. 2753.)

THE GOVERNMENT PIER, DOVER.

33, Great George-street, Westminster, S.W.,  
28 March 1877.

Sir,

IN obedience to the instructions contained in your letter of the 8th January last (H. 227), I examined the Admiralty Pier at Dover, and beg now to present my Report.

In a preliminary Report on the 17th January last, to which I refer, I pointed out that the damage done by the storm of last New Year's day was almost wholly confined to the superstructure above quay level, constituting the railway platform and upper promenade, of which about 1,100 feet was overthrown, and most of it carried into the harbour.

The original cost of the work so destroyed, Mr. Druce informs me, was about 30,000 *l*.

No material damage was done to the timber landing jetties, and at those used by the Calais boats the ordinary daily steam packet traffic has not been interrupted since the accident. The outer jetties, however, could not be used until about a week ago, as before doing so it was necessary for the safety of the public to re-erect the railing, and also to provide lights to replace those which were destroyed by the gale.

In discussing the origin of the disaster, it is proper to point out some changes that have been made in the design of the superstructure above quay level.

In the original design of Messrs. Walker and Burges the superstructure was shown to have a thickness of 13 feet 6 inches, which, if followed, would have afforded strength enough to resist the heaviest gales. The work was begun and for some time carried on in accordance with this thickness.

But at that time the public use of the Admiralty Pier for railway trains was not contemplated, and when provision came to be made for trains, the thickness of the wall above referred to was reduced to 4 feet 6 inches and to 5 feet 6 inches, and the space thus obtained was appropriated to secure what was then deemed necessary for passenger platforms. Those who were parties to this change of design no doubt believed that the wall, though greatly reduced in strength, would still be strong enough, and for several years it proved to be so.

Time, however, has shown that too great a reduction was made in the strength of the wall.

An examination of the work proves that the damage did not originate in bad workmanship. Lengths of 30 feet of wall were moved bodily away for distances of 30 or 40 feet in solid masses, which show the quality of the work to have been excellent, and that the damage did not occur either from defective construction or insufficient supervision, but solely from too great a variation from the original design.

In expressing an opinion as to the best course to be adopted with a view to making the pier secure for the future, I have to observe that the reasons for limiting the thickness of the superstructure wall as much as possible still remain.



The entire width of the Admiralty Pier at rail level is only 45 feet, and in addition to the space occupied by the superstructure, it is necessary to make provision for a platform and for two lines of railway not originally contemplated.

Had circumstances permitted, I should have been glad to have gone back to the original design, but this would require the pier to be widened if the railway traffic is to be provided for, and to add to the width of the pier now would be a very expensive process. After consideration of the whole question, I have prepared a design which accompanies this Report, which mainly consists in adding 3 feet to the thickness of the superstructure at the shore end, to a point 900 feet from the beginning of the pier, and in increasing the thickness of the superstructure for the remainder of the pier to 10 feet 6 inches.

If this be done the platform at the shore end can be made 10 feet 6 inches in width, and 8 feet in width beyond, and with these platforms, though reduced to these dimensions, the passenger traffic can be carried on with fair facility.

The cost of carrying out what I have suggested to be done I estimate will amount to 36,000 *l.*, but this does not include raising the *débris* from the harbour, which it is necessary to do before the pier will become available for large steamers. It is difficult to estimate the cost of getting up the *débris*, but it will I think, amount to about 5,000 *l.* I have given no credit for the value of the raised material, as I believe it will only be small; but some of the recovered material might, perhaps, be introduced in the new superstructure, and a small saving in cost be thereby made.

During my enquiry, Mr. Druce has drawn my attention to the circumstance that the foundations at the sea end of the pier which was left in an unfinished state on the supposition that it might have to be elongated are only partially protected, and if the pier be required to be maintained in this condition much longer, some further protection will be needed. The cost of this would be about 2,000 *l.*

Mr. Druce has also called my attention to the want of another jetty for vessels of the "Castalia" class, on the inside of the pier, to be erected at a convenient spot seaward of the present outer jetties; the cost of this would be about 2,000 *l.*

The following is a summary of the estimates referred to in this Report:

	£.
Restoring the superstructure destroyed by the gale, and strengthening the same - - - - -	36,000
Removing <i>débris</i> from the harbour - - - - -	5,000
Total cost of restoring and strengthening superstructure and removing <i>débris</i> - - - - -	41,000
	£.
Protecting foundations at the end of the pier - - - - -	2,000
New jetty - - - - -	2,000
	4,000
	£. 45,000

I am, &c.

(signed) John Hawkshaw.

The Assistant Secretary, Harbour Department,  
Board of Trade, Whitehall, S.W.

— No. 2. —

Mr. Edward Druce, C.E., to Board of Trade.

(H. 4683.)

Engineer's Office, Dover,  
5 June 1877.

Sir,

THE first steps to be taken in this matter seem to me so clear, and the necessity for immediate action so great, that I have no hesitation in at once recommending the following course:—

Sir J. Hawkshaw recommends in his Report a length of 300 feet of the west wall be reconstructed according to a section he has given. It is clear to me that

that in any case this must be done, as to put a low wall opposite the steam-packet berths would practically do away with the only purpose that the outer portion of the pier now serves, which is a landing-place for the Belgian mail packets, and for the landing and embarkation of troops. Besides, with a low wall, there would not be headway to pass under and through it to the west jetty, so that whatever may be finally settled with reference to the outer portion of the pier, I think the wall and parapet must be retained to its full height up to, and somewhat beyond, the jetties.

I advise that this 300 feet of wall be at once proceeded with, by making arrangements with a local contractor, and using the stone which is already on the pier, and which has been saved from the wreck, for the building, carrying it up to its full height, with the exception of the parapet and ironwork, which it will take time to procure from the quarries, and which, for financial reasons, it may be advisable to postpone.

It will be useless to think of recovering a quantity of the *débris* from the sea, and retaining it on the pier during the autumn gales, unless the above protection be provided. The risk may fairly be run in the summer, but it is a risk all the same, and this will be understood when I say that in a summer gale on the 1st day of the present month (June), there was sufficient sea on the exposed part of the pier to wash overboard some of the stone which remained on the pier after the January disaster; and if this happened in June, it is not difficult to foresee what would happen in October. All the recovered stone would probably be lost, and the lately-replaced railing, lamp-post, &c., would follow.

My first steps would, therefore, be to proceed with a length of the west wall.

At the same time I should negotiate, *at once*, with one or two persons who have been in communication with me, with a view to providing the necessary plant, and raising the stone from the bottom of the sea. This must be done by slinging the stones with the aid of divers, and raising them by cranes on to the quay. I think I can make an arrangement for payment at so much a yard cube of stone recovered, so that the payment would be in proportion to the quantities of material produced. These would all be used in building the outer portion of the sea-wall.

Considering the large quantity of stone on the pier, I should not require more than 3,000 *l.* for building the portion of the west wall I have proposed, and 2,000 *l.* would probably cover all payments required for recovering stone up to the autumn gales, when diving must be discontinued for the season. I have not had the opportunity of ascertaining the best arrangement for providing the necessary "plant," but if it should turn out best to furnish the plant, the first outlay, but perhaps not the ultimate cost, might be somewhat more than I have above stated.

I observed that in the application to the Treasury the use of the 5,000 *l.* was to be limited to the recovery of the stone. I think this was a mistake, and should be remedied, so that a portion of it may be used for building.

I would, in conclusion, suggest:

(1.) That I may be instructed to negotiate with a local contractor for building a length of 300 feet of the west wall, according to the section proposed by Sir J. Hawkshaw, and, if thought advisable, limit the expenditure under this head to 3,000 *l.*

(2.) That I may be instructed to negotiate with a contractor for raising the stone from the sea at so much a yard cube, and to submit the same for your approval, with a view to a contract being entered into between the Board of Trade and the contractor on the terms previously agreed upon.

I am, &c.

The Secretary of Harbour Department,  
Board of Trade.

(signed) *Edward Druce.*

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*Note.*—The above Reports are at present only submitted for the consideration of the Government. They relate to more than the repair of damages done by the storm.

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DOVER HARBOUR.

COPY  
OF THE  
RECENT REPORTS  
ON  
DOVER HARBOUR.

(*Sir George Balfour.*)

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*Ordered, by The House of Commons, to be Printed,  
10 August 1877.*

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AN ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD, from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to, and inclusive of, the 31st August 1876; also an ACCOUNT of their CREDITS and LIABILITIES (as nearly as the same can be ascertained and estimated) down to the 31st December 1876; together with a REPORT of the Conservancy Board on their Proceedings and on the Works executed by them, and on the State of Harwich Harbour, furnished by the said Conservancy Board to the Board of Trade, pursuant to "The Harwich Harbour Act, 1863," Section 6.

(As returned by the Conservancy Board to the Board of Trade.)

Board of Trade, }  
27. February 1877. }

EDWARD STANHOPE.

# REPORT of the CONSERVANCY BOARD.

(H. 1227.)

THE Harwich Harbour Conservancy Board would refer at the outset to the appended report of their engineer, as best showing what has been done during the past year, more particularly to the works at Landguard, for further improving and preserving the entrance to Harwich Harbour, and more generally, the condition of the harbour throughout. Whether the continued good effect of the Landguard Jetty, and the works there, or the present state of the harbour, generally, be considered, the contrast is so great between things as they are now, and what they were in 1863, when this Conservancy Board was established, as to justify the conclusion, that the interests of the public in the navigation of the harbour have been greatly promoted by what has been done during the last 13 years.

During the year ending 31st August last, the income of the Board from rates collected under their Acts was 1,286 *l.* 17 *s.* 5 *d.*, an increase of 213 *l.* 9 *s.* 9 *d.* on the sum realised from that source during the previous year, which may be attributed to the prevailing winds, and an increase in the importation of grain to Ipswich and Mistley.

The rates paid by barges entering the harbour remain as last year; but the Board are still of opinion that the tolls on this description of shipping should be increased.

In the last Session of Parliament the Bill for making docks or a tidal basin on Landguard Common was passed; and by the intervention of your Board alterations were made in the clauses proposed, which gave this Board such control over the new works as appeared desirable and retained their powers over all parts of the harbour. At present the Conservancy Board are not aware of any steps having been taken by the new Company to carry out any part of the works authorised by the Act.

During the last year steps were taken by this Board to induce the Company incorporated by the Felixstowe Railway and Pier Act, 1875, to carry out the special provisions which were inserted in their Act by the Parliamentary Committee, having specially in view the preservation of the harbour from injury to arise from the construction of the works. At present the efforts of the Conservancy Board have not been attended with any successful result.

The Great Eastern Railway Company have signified to this Conservancy their intention to proceed with their quay and works in the River Stour, authorised by the Great Eastern Railway Act, 1874, and requested the license from this Board provided for by the 8th section of such last-mentioned Act, and that they may carry out their works according to a plan and section submitted for the purpose. After examination of such plan and section, the Conservancy Board

came

came to the conclusion that these works, to be so carried out, would not be injurious to the navigation, or other interests of that part of the harbour. Therefore they have given the license required, and directed their officer to forward to the Board of Trade, for their better information on the point, a copy of the plan and section, and of the license granted.

Appended to this Report will be found the customary Annual Abstract of Accounts to 31st August last.

In place of their late chairman, Admiral Sir Richard Collinson, K.C.B., &c., this Board has appointed George Mason, Esq., their chairman for the year from the 7th day of July last.

Dated this 9th day of February 1877.

By order,

(signed) *Fred. B. Philbrick,*  
Clerk to Harwich Harbour Conservancy Board.

#### ENGINEER'S REPORT.

To the Chairman and Members of the Harwich Harbour Conservancy Board.

Gentlemen,

Ipswich, 30 December 1876.

THE fluctuating character of the beach westward of Landguard Jetty, and the recession and dispersion of the Old Point to which I had occasion to refer in my last annual report, have continued with more or less variation throughout the year, largely closing upon and protecting your exposed works in that direction, as then anticipated; while the beach eastward of such jetty continues to maintain its stable character, and to advance seaward, though the prevailing winds have been otherwise than favourable, and as every advancement required a progressively increasing arrestment of material, the progress of accretion has not been so marked as in previous years. In the early part of the year there was considerable difficulty in keeping the hearting of the jetty sufficiently in advance of the eastward beach to prevent its travelling round such to the westward, in great masses, during gales from the north-eastward, although this has been hitherto prevented by a small outlay spread over a good part of the year, and by which the hearting has been extended, and many minor reparations made in the structure. The under-water and general reparations will, however, have to be more largely dealt with in the coming year, and I have reported, at the request of, and through your clerk, to the Board of Trade, that 300 *l.* will probably require to be expended to the 31st March next, and 550 *l.* to the 31st March 1878.

The weakness of Landguard Common outer beach and breaches, and insufficiency of the inner beach, and consequent danger to the harbour from irruption of the sea, under the not improbable circumstances of exceptionally high tides and on-shore gales, I have at various times brought under your notice, and which have been strongly urged upon the consideration of the War Department, and I am glad in being now advised that adequate protective works are to be immediately proceeded with, although the question of drainage into Walton Creek through the Felixstowe Railway Embankment, and the recently constructed tidal bank, to which the attention of the same department has also been directed, remains in abeyance.

The Felixstowe Railway Pier is now practically completed, but the dock or tidal basin contiguous thereto, sanctioned by the Felixstowe Railway and Pier (New Works and Additional Powers) Act, of last Session, is for the present in abeyance; whilst the same may be said of the proposed docks at Harwich on the opposite side of the harbour, although the site for their construction has been reclaimed, and is now surrounded by a fairly constructed sea bank.

The exceptionally rough weather which prevailed during the latter part of the year, accompanied by frequent lofty tides, and doing great damage along this coast, has, I am glad to state, but slightly affected your works, and although great movements of beach have taken place at, and without the Point, I consider the entrance to have progressively improved since my last annual report, and the harbour generally to be in good condition.

I remain, &c.  
(signed) *Peter Bruff,* Engineer.

## THE HARWICH HARBOUR CONSERVANCY BOARD.

ABSTRACT of ACCOUNTS of RECEIPTS and PAYMENTS for Period ending 31st August 1876.

R E C E I P T S.			P A Y M E N T S.		
	£.	s. d.		£.	s. d.
ates - - - - -	14,816	13 2	Interest - - - - -	2,741	12 6
Interest - - - - -	155	15 -	Salaries, &c. - - - - -	5,294	11 5
Public Works Loan Commissioners - - -	8,140	- -	Land - - - - -	2,217	7 1
Treasury Advances - - - - -	11,310	12 2	Works - - - - -	19,797	6 1
			Incidentals - - - - -	854	16 5
			Stock - - - - -	22	- 4
			Law Expenses - - - - -	626	5 2
			Engineering - - - - -	2,148	5 6
			Parliamentary Agents - - - - -	466	8 11
			Balance in Treasurer's hands, 31st August 1876 -	254	6 11
£.	34,423	- 4	£.	34,423	- 4

I certify that the above is a true Abstract of the Accounts of Receipts and Payments for the period ending 31st August 1876, and that the Accounts have been duly audited by the Harwich Harbour Conservancy Board.

(signed) *Fred. B. Philbrick,*  
Clerk to Harwich Harbour Conservancy Board.

## THE HARWICH HARBOUR CONSERVANCY BOARD.

31st DECEMBER 1876.

STATEMENT of ASSETS and LIABILITIES of the Board at abovementioned date, as nearly as same can be Estimated.

A S S E T S.			L I A B I L I T I E S.		
31 Dec. 1876.	£.	s. d.	31 Dec. 1876.	£.	s. d.
<i>Unavailable.</i>			Vaux—Quarter's Rent of Office - - - -	2	10 -
£. s. d.			Cowell—Printing and Stationery - - - -	5	1 -
Boats and Stores - - - - 22 - 4			Conservators' Travelling Expenses—Outstanding Cheque to Mr. Free to 31st August last. (The above three amounts have since been paid.)	6	7 6
Ballast—Due for (but since paid) - - -	16	- -	Small sundry Outstanding Accounts - - -	10	- -
Cash in Treasurer's hands, irrespective of a sum of 150£ drawn from Current Account and placed to Suspense Account to meet pay- ments from time to time coming due for labour on works at Landguard until re-im- bursed by Treasury.	169	- 8	Clerk's Payments out of pocket for the year ending this day.	20	- -
£.	185	- 8	Engineer ( <i>see also Supplemental Statement</i> )— Payments to 30th June 1875.	22	15 2
			£.	66	13 8

(See also Supplemental Statement.)



## THE HARWICH HARBOUR CONSERVANCY BOARD.

31st DECEMBER 1876.

## SUPPLEMENTAL STATEMENT of ASSETS and LIABILITIES.

ASSETS.		LIABILITIES.	
	£. s. d.		£. s. d.
<i>Shore or Beach Land</i> , off part of which some Ballast is taken, the income of which is included in the next mentioned item.	—	<i>Public Works Loan Commissioners</i> .—Balance of Principal of 10,000 <i>l.</i> borrowed for Works at Landguard.	8,140 —
<i>Rates and Ballast</i> .—Average income for the 13 years from August 1863 to August 1876.	1,139 11 9	<i>Land</i> .—The taxed Costs of the Duchess of Hamilton's trustee in the litigation caused by the various Claimants to the Compensation Money awarded to Colonel Tomline and paid into the Court of Chancery by this Board under the provisions of the Lands Clauses Consolidation Act.	22 14
		The taxed Costs of Sir John Maxwell and others in the same matter.	24 —
		The estimated Costs of the Solicitor of this Board in the same matter, not yet ascertained, because the business not yet finally concluded.	100 —
		<i>Harwich Junction Bill, 1872, and Great Eastern Bill, 1874</i> .—Opposition to :—	
		Solicitor - - - - - 50 - -	
		Engineer - - - - - 33 19 -	83 19
		Solicitor's Bill for General Business from 1872 - - -	50 —
		<i>Felixstowe Railway and Pier Act, 1875</i> .—Opposition to :—	
		Counsel's Fees - - - - - 168 - -	
		Parliamentary Agents - - - - - 167 3 11	
		Engineers.—Mr. Bruff - £. 104 11 -	
		Mr. Valentine 52 10 -	157 1 -
		Solicitors.—Charges and Payments on this and next-mentioned Bill.	165 - -
		Witnesses.—Mr. Chapman, Town Clerk, Harwich.	5 5 -
		<i>Ipswich and Felixstowe Railway Bill</i> .—Opposition to.—Parliamentary Agents.	2 17
		<i>Orwell Railway and Pier Bill</i> .—Opposition to.—The like -	22 3
		<i>Works at Landguard</i> .—Amount expended for reparations to and extension of hearting, as per Account rendered.	477 15



## HARWICH HARBOUR.

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ABSTRACT of the ACCOUNTS of the RECEIPTS and EXPENDITURE of the HARWICH HARBOUR CONSERVANCY BOARD from the Time of their Incorporation under "The Harwich Harbour Act, 1863," down to and inclusive of the 31st August 1876; also an ACCOUNT of their CREDITS and DEBITURES (as nearly as the same can be ascertained and estimated) down to the 31st of December 1876; together with the Report of the Conservancy Board on their Proceedings and on the Works executed by them; &c.

*(Presented pursuant to Act of Parliament.)*

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*Ordered, by The House of Commons, to be Printed,  
28 February 1877.*

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RETURN to an Order of the Honourable The House of Commons,  
dated 22 February 1877;—for,

COPY “of the EVIDENCE taken before the COURT of INQUIRY held in *Dublin*, on the 23rd day of November 1876 and following Days, into the Circumstances of the COLLISION of the MAIL STEAMER ‘ST. PATRICK,’ Captain *Crosby*, Commander, with the Sunken Wreck ‘EDITH’ in HOLYHEAD HARBOUR, and the Decision of the Court thereon; together with COPY of CORRESPONDENCE between the Board of Trade and London and North Western Railway Company, and the City of Dublin Steam Packet Company, on the subject of raising the ‘EDITH.’”

Board of Trade, }  
9 March 1877. }

EDWARD STANHOPE.

(*Mr. Serjeant Sherlock.*)

Ordered, by The House of Commons, to be Printed,  
12 March 1877.

## LIST OF PAPERS.

No.				Page.
1	H. 7634 -	31 Oct. 1876	Holyhead Harbour Master to Board of Trade -	3
2	H. 7634 -	8 Nov. „	Board of Trade to London and North Western Railway Company.	4
3	H. 8054 -	18 Nov. „	London and North Western Railway Company to Board of Trade.	4
4	M. 16,032	21-25 Nov. „	Minutes of Evidence taken before the Court of Inquiry, held in Dublin, into the Circumstances of the Collision of the "St. Patrick" with the Wreck of the "Edith."	7
5	M. 16,032	27 Nov. „	Report of Court of Inquiry, with Decision - -	22
6	H. 8615 -	2 Dec. „	City of Dublin Steam Packet Company to Board of Trade.	23
7	H. 8615 -	15 Dec. „	Board of Trade to City of Dublin Steam Packet Company.	24
8	H. 9086 -	22 Dec. „	City of Dublin Steam Packet Company to Board of Trade.	25
9	H. 89 -	3 Jan. 1877	Board of Trade to Holyhead Harbour Master -	25
10	H. 131 -	4 Jan. „	Holyhead Harbour Master to Board of Trade -	26
11	H. 1466 -	16 Feb. „	London and North Western Railway Company to Board of Trade.	26
12	H. 2081 -	7 Mar. „	London and North Western Railway Company to Board of Trade.	26
13	H. 2137 -	8 Mar. „	London and North Western Railway Company to Board of Trade.	27

COPY of the EVIDENCE taken before the COURT of INQUIRY held in *Dublin*, on the 23rd day of November 1876 and following Days, into the Circumstances of the COLLISION of the MAIL STEAMER "ST. PATRICK," Captain *Crosby*, Commander, with the Sunken Wreck "EDITH," in HOLYHEAD HARBOUR, and the Decision of the Court thereon; together with COPY of CORRESPONDENCE between the Board of Trade and London and North Western Railway Company, and the City of Dublin Steam Packet Company, on the subject of raising the "EDITH."

— No. 1. —

Holyhead Harbour Master to Board of Trade.

(H. 7634.)

Sir,

Holyhead, 31 October 1876.

I HAVE the honour to inform you that the "Ulster" arrived with the night mail last night at the usual time, and reported that she could not make the return voyage, as the trunnion pipe was damaged; the "St. Patrick" then got up steam and proceeded to sea with the mails and passengers. On going out she struck the wreck of the "Edith," and after disengaging herself from the wreck, returned into harbour; and although the "St. Patrick" was not making any water, we did not deem it expedient to run any risk to mails or passengers by sending her to sea, and Captain Dent was asked by Captain Cay to supply a steamer to carry the mails and passengers, which he at once did, and gave personal orders for the express steamer "Shamrock" to be got ready with all despatch, and she left this at 8.30 a.m. with everything on board; it was bright moonlight at the time of the accident. The reason the "St. Patrick" was the reserve ship was owing to the "Leinster" being in dock, having her bottom cleaned; she brings the mails over to-night. I have just been off in the tug with Captain Dent to see what damage has been done to the pontoons, a pair of which had been placed in position alongside the "Edith" on Saturday, but there was so much sea on, that the divers could not go down to ascertain their state, and nothing could be seen from above, owing to the thick state of the water, neither could we fix the spar we had taken out on which to fix the second light. The foremast had been removed on Saturday to admit of the pontoons being put in position, and a mast for a light erected on the platform of the pontoon, which had since carried the second light. The mainmast is still intact, but there is nothing forward to bear a light; the platform on which the spar had been was carried away in the collision. The "St. Patrick" has been placed on the gridiron; we can now see she has received no damage to her bottom. Captain Dent is taking steps to have the second light put up as soon as practicable.

I have, &c.

(signed) J. F. C. Mackenzie.

The Assistant Secretary,  
Harbour Department, Board of Trade.



## — No. 2. —

Board of Trade to London and North Western Railway Company.

(H. 7634.)

Sir,

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W., 8 November 1876.

THE directors of the London and North Western Railway Company are aware that on the morning of the 31st ultimo, the steamer "St. Patrick" came into collision with the wreck of the "Edith" in Holyhead Harbour.

This wreck has now been in the harbour for nearly 14 months, and has not yet been removed. I am, therefore, to request that you will move the directors of the Company to cause this Board to be favoured, at an early date, with a full and complete report, showing the steps which the railway company have taken, are taking, and propose to take for the removal, with as little delay as possible, of the obstruction now caused by the "Edith," and stating how soon, in the opinion of the directors, there is a reasonable prospect of her total removal being accomplished.

I am, &c.

(signed) C. Cecil Trevor.

The Secretary to the  
London and North Western Railway Company,  
Euston Station, N.W.

## — No. 3. —

London and North Western Railway Company to Board of Trade.

(H. 8054.)

London and North Western Railway,  
Secretary's Office, Euston Station, London, N.W.,  
18 November 1876.

Sir,

I AM instructed to acknowledge the receipt of your communication of the 8th instant, in reference to the collision between the steamship "St. Patrick" and the wreck of the "Edith," in Holyhead Harbour, on the 31st ultimo.

With regard to the steps which this company "have taken," "are taking," and "propose to take" for the removal of the wreck, I am to inform you that immediately after the sinking of the "Edith," in September of last year, Captain Dent, the company's marine superintendent, proceeded to Liverpool, and also placed himself in communication with Lloyd's in London, and parties at other ports, to ascertain if anyone could be found willing to undertake the raising of the vessel, or failing this, whether the necessary mechanical appliances could be obtained for the purpose.

After full inquiry, he was unable to find anyone willing to undertake the risk, or who possessed a sufficiency of such appliances in readiness.

The Directors then applied to Messrs. Harland & Wolff, the eminent ship builders of Belfast, who had some time previously succeeded in raising a vessel in Belfast Lough, to undertake the job; but they replied that their resources had been taxed to such an extent, and their ordinary business so much interfered with, that they were unwilling to undertake such an operation again.

Subsequently the directors accepted the tender of a firm to raise the vessel by means of air bags; but they afterwards found that the plan could not be carried out with a chance of success, and the contract was therefore cancelled.

My directors were then thrown back upon their own resources, and had to consider what steps should be taken.

After deliberation they decided to make an attempt to raise the vessel, and for that purpose collected with some difficulty from Liverpool, Belfast, and other places, pontoons, air bags, flats, lumps, steamers, divers, and all necessary assistance to raise her. In this effort, however, which was made in November 1875, they regret to say, after an expenditure of upwards of 7,000 £., they failed.

failed. The measures then taken were fully detailed by Captain Dent in a report to Captain Mackenzie, the Holyhead harbour master, dated 1st January last, of which, for the convenience of the Board of Trade, a copy is appended.

The vessel was then advertised for sale in January 1876, one of the conditions being her early removal; three offers only were received, the highest being 3,000 *l.*, and although the vessel had recently cost 26,500 *l.*, my directors, having in view the desirability of removing the wreck as quickly as possible, accepted that tender, and in March entered into an agreement accordingly; but the contractor was unable to carry out his contract, and after negotiations which caused considerable delay, it was cancelled.

During all this time my directors were in communication with several other parties, from whom suggestions and offers of various kinds had been received; but on investigation these were either considered to be impracticable, or the parties were deterred from undertaking the risk when they became fully aware of the difficulties to be overcome.

Finally, in the month of May last, my directors entered into a contract with the Victoria Graving Dock Company, of London, for raising the vessel, under the terms of which they were to pay the sum of 12,000 *l.* on her being beached, and a further sum of 5,000 *l.* for the pontoons and other machinery which the Victoria Graving Dock Company proposed to employ, in all 17,000 *l.*

To enable the Victoria Graving Dock Company to carry out this contract, they had to design and construct the necessary appliances, including four iron pontoons, each 60 feet long by 15 feet square, connected in pairs, with stages and means of lifting erected thereon. This consumed considerable time, the Dock Company finding as they proceeded the difficulties greater than they had anticipated.

These steps were duly reported by Captain Dent to Captain Mackenzie, at Holyhead, as will be seen from the attached copy of Captain Dent's letter, dated 13 May last. I may add that, in order to assist the Dock Company, my directors placed at their disposal their establishment at Holyhead, and assistance from the company's works at Crewe was also afforded.

After further considerable delays, and from the necessity of having considerable intervals of fine weather, it being impossible for the divers to work at the vessel except in perfectly smooth water, the Victoria Graving Dock Company succeeded in fixing one pair of the pontoons, the other pair being in the harbour at Holyhead waiting an opportunity of being attached, when the unfortunate collision by the "St. Patrick," to which you have referred, took place.

The directors are confidently of opinion, judging from the fine weather which followed the collision, that the remaining pontoons would have been attached without difficulty, and that the ship would, in all probability, have been raised within a few days.

From the foregoing statement it will be seen that the exertions of the directors to remove the vessel have been unceasing, and that no expense has been spared.

I need hardly tell you how great a disappointment it has been to them that these efforts, when apparently upon the eve of success, should have been frustrated by this untoward and unlooked-for collision, which to them seems inexplicable, as at the time it was bright moonlight, and the lights exhibited upon the wreck were distinctly visible, in addition to which the staging erected upon the pontoons was 10 feet above water, and the position of the "Edith" well known to the commander of the "St. Patrick," who appears to have been taking a course not usually observed by the mail steamers in going out of the harbour; as, however, the circumstances will be the subject of the usual inquiry by the Board of Trade, the directors abstain from further remark. With regard to the steps "proposed to be taken," I am instructed to say that the contractors have been communicated with, and acting under the advice of their solicitor, they have given notice to the City of Dublin Steam Ship Company that they will hold them responsible for the damage done, and that without prejudice to their claim they will proceed at once, and in fact they have already commenced, to repair the damage to their pontoons, machinery, &c., &c.; but how long this may take, or what difficulties may have to be overcome, the contractors are not yet prepared to say, as up to the present the full extent of the damage is not known; this work, however, will be at once proceeded with, but until such repairs are finished no direct efforts can be made upon the vessel.



It is feared that during the winter a sufficiently long spell of fine weather cannot be relied upon, and that beyond the raising and repairing of the pontoons it will not be possible to make any renewed attempt upon the ship until fine weather sets in in the spring of next year; meantime the Board of Trade may rest assured that every possible exertion will be made by the contractors and the directors to have everything in readiness for a recommencement of operations at the earliest possible period, as the directors are not less anxious than the Board of Trade can be to have the vessel raised, and the contractors have the strongest possible interest, as they are not to receive any payment whatever until the vessel is raised.

I am, &c.  
(signed) *S. Reay*,  
Secretary.

The Assistant Secretary,  
Harbour Department, Board of Trade.

*P.S.*—Since writing the foregoing I have received a communication from the manager of the Victoria Graving Dock Company, in which he says, “I have the pleasure to inform you that we have commenced clearing away the damaged cradles, &c. at the wreck of ‘Edith,’ and that every possible effort will be made to reinstate the whole of the lifting gear at the earliest practicable time, and should settled weather during the winter offer a favourable opportunity, we hope to be prepared to go out and attempt the lifting.”

Enclosure 1, in No. 3.

Sir,

1 January 1876.

IN compliance with your request, I beg to inform you that I was in Ireland when the “Edith” was sunk, and arrived here the morning following the catastrophe, and having inspected the vessel I started the same day for Liverpool, believing I should have no difficulty in finding some firm willing to undertake the task of raising her. In this I was mistaken, as I found the only people that possessed lifting power were the Old Tug Company lumps up to 600 tons, the Salvage Association pontoons 120 tons, and the Mersey Dock and Harbour Board lumps to 200 tons, or in the whole of Liverpool a total of a little over 900 tons, the “Edith’s” weight being 1,000. None of these would undertake the job, though the two first expressed themselves willing to let their material, and render assistance as far as it went, when disengaged, being then employed on the “Abbotsford.” The Mersey Docks and Harbour Board, through their superintendent, Captain Hills, informed me that they could not allow their plant to leave the Mersey. I may here mention that I put myself in communication with firms all over the United Kingdom, with the same results, viz., none were in possession of plant sufficient to raise such a large vessel, and all declined undertaking the job, though willing to hire out their appliances. It was at this time that I applied through you for the loan of Government lumps, which was refused. During these inquiries I was preparing by means of divers to close up the vessel, in the hope of being able to pump her out at the low springs, and trying experiments with crabs, the result of which demonstrated their inability to stand the pressure at the depth of water the “Edith” was in. At this time we received an offer from a London firm to raise the vessel in a specified time for a lump sum, which was at once accepted, but they failed. Their sub-contractor, a practical man from Hull, was confident of succeeding if I gave him certain facilities, which I granted, and while he was endeavouring to lift the ship, I was employed in getting plant together to try a direct lift, in case his air plan failed. I obtained on hire from Messrs. Harland & Wolff, of Belfast, 500 tons of lifting power in pontoons, part of the plant with which they had raised the “Wolff” in Belfast Lough after being submerged nearly a twelvemonth (the “Wolff” was much smaller than the “Edith”), bought the 120 ton pontoons from the Liverpool underwriters, and on the 18th October, the Old Tug Company’s plant being then relieved from the “Abbotsford,” I hired the same, and the contractor having had more than double the time he had asked for, and having evidently failed, I commenced operations on the ship, and began attaching the pontoons. Before we could get them pinned down, however, bad weather set in, and we had nothing but a disheartened series of failures; two of the largest pontoons were torn adrift by the gale and blown high and dry on the rocks, another was sunk on the ship, doing considerable damage, and it was only extricated with great difficulty. My lifting power being thus reduced, I sent to Liverpool for, and hired, 14 flats. When they arrived they were attached, but before a lift could be obtained, another gale came on which blew them adrift, and drove two on shore; we tried again, and succeeded this time in pinning down successfully, after so many disappointments. I calculate we had a fair strain of nearly 1,000 tons over her, and 200 tons in air bags in her hold, but she never stirred. The cost of the plant to us was nearly 200 guineas per diem, and as it was evident that the boisterous weather and the short days rendered success hopeless by direct means, I returned the plant, and am now engaged experimenting with air bags. If I can get them made to stand the pressures, we intend shortly to try lifting her by that means, as we can

work



work at that in short days and fine intervals, bad weather not undoing all that may have been done, as is the case with pontoons. Our unsuccessful attempt so far have cost us about 7,000*l.*, but the company intend to raise the ship if it can be done.

Captain Mackenzie, R.N., Holyhead.

I am, &c.  
(signed) Chas. C. Dent.

Enclosure 2, in No. 3.

Dear Sir,

13 May 1876.

REFERRING to our previous conversations respecting raising the "Edith," I have the honour to inform you that after having by public advertisement invited tenders for raising the ship, the directors of the London and North Western Railway Company have accepted the tender of the Victoria Graving Dock Company; the proposals of that company appearing to the directors, after mature consideration, to be the most likely to attain the object in view. They propose to build four large iron pontoons connected with iron girders, with all the best appliances, so as to grapple the ship and lift her by the combined action of the tide, and sinking and pumping out of the pontoons. Having very carefully considered the subject, I am of opinion that this is the only feasible project, and the directors have adopted it in preference to other plans submitted to them, feeling that although the cost is very heavy, the certainty of success is greater, both from the standing of the firm undertaking the job, and the means by which they propose to accomplish it. The preparations will be completed at the time that the weather will give the best prospect of success, viz., some time in July.

Captain Mackenzie, R.N., Holyhead.

Yours, &c.  
(signed) Chas. C. Dent.

— No. 4. —

MINUTES of EVIDENCE taken before the COURT of INQUIRY held in *Dublin*, in November 1876, into the Circumstances of the COLLISION of the "ST. PATRICK," with the Wreck of the "EDITH."

(M. 16,032.

POLICE DISTRICT of DUBLIN METROPOLIS, to WIT.

The Information of THOMAS RICHARD CROSBY, of Dublin, in said district, who, being duly sworn upon oath, deposeth and saith as follows:

In reply to Mr. Cottingham.] I AM a master mariner, and hold a certificate of competency. I had command of the "St. Patrick" on 31st October last, and at Holyhead about half-past three a.m. I took the mails and about 100 passengers on board. Our own crew was 26, but we had a few others sent from the mail boat to aid us. We were bound for Kingstown, and loosened from the jetty about half-past three o'clock. I did not then give any course to the man at the wheel. We kept along the jetty till we came to the end, and then the helm was star-boarded. I was then on the plank between the paddle boxes. I did not see the light on the wreck of the "Edith" at this time. I know that the wreck bears N.E. to  $\frac{1}{2}$  E. from the end of the jetty. The light on it is attached to the main-mast, but was not visible to me that morning from beside the jetty. While under our star-board helm, or before we struck, I did not look at the compass. Going out we usually pass east of the wreck, leaving it on the port hand. On this morning I intended that course. I had set a look out forward that morning. He was the chief officer. It was raining and drizzling, over-cast. There was moon, but clouded up. It was moderately clear. After starboarding our helm, I expected the light on our port bow. I heard a call out, and instantly looked forward, and I saw the wreck as the call was coming; one and the  
0.61.

other being at the same time. I saw the wreck a short distance, perhaps only twice our ship's length off. I ordered, "Stop, and reverse full speed." That was done. Our vessel lost some way, but not enough to prevent her going on the wreck, and she was stopped by it for about 20 minutes. I did not look at the compass, and do not know how her head was as she took the wreck. Her speed before reversing had been full speed from the end of the pier.

T. R. Crosby.

We signalled for aid, and sent up one rocket, and burned several red lights, and got aid at once from the mail boat in the harbour.

We stayed on the wreck as near as I could guess about 20 minutes, and when we came off we tried the pumps, but she made no water from that to this. We returned to the harbour, and our passengers were transferred to the "Ulster," and the mails were put on shore.

I saw the light on the "Edith" after striking, and it was a very bad one, all smoked up. It appeared to me like a globe lantern. It was not clear. There was only the one light. It was attached to the mast, middling way up, but the mast was between me and it, and it was only when the ship rocked that I got sight of the light.

I suppose the light would be about 20 to 30 feet over the water. It was flood tide. No lives were lost. The "St. Patrick" has been ever  
since

*T. R. Crosby.* since running on her line between Dublin and Liverpool, and she is at Liverpool now. I cannot say if she is on the gridiron now.

(To Mr. Gedge, of Gedge, Kirby, and Millett, Solicitors for the Victoria Graving Dock Company, Limited).

I do not remember any passenger calling my attention to the light before we struck. I remember a Mr. Warren speaking to me after striking. I do not remember his saying there was a light I might have seen. I do not believe he did say it. I do not remember telling him to mind his own business, or asking who he was. I remember his saying he was a Commissioner of Lights residing at Killiney. My recollection is that somebody, and it might have been Mr. Warren, told me of a deputation of passengers in the cabin, requesting to have the ship put back, and there were a great many people about me; and I remember asking them not to be confusing me. But I used no impertinent word to any one.

Doctor *Boyd*, counsel for Captain Crosby, here objects that the affidavit of Mr. Halpin does not disclose an interest in the investigation entitling Mr. Gedge to cross-examine witness. Objection overruled.

And witness continues in reply to Mr. Gedge.

I don't remember a single one of these passengers calling my attention to the fact of lights being visible before the collision. I do not believe any of them did so. I swear I did not hear it.

When we struck the wreck, I found the light on the mast turned seaward. I cannot say whether or not that might have been the result of the collision. I could not say when I last saw the light before the accident.

When entering the harbour the evening before, I saw them preparing, as I thought, to light this light on the mast.

Doctor *Boyd* here objects that parties to the proceedings, made so by filing of an affidavit disclosing interest, have no right to cross-examine. Mr. *Cottingham* replies that such right has been recognised in the two cases in England already conducted under the new regulations before the Wreck Commissioner.

Witness continues in reply to Mr. Gedge.

I then took no particular notice of the light. I have seen it from Holyhead Pier, but that was months ago. I knew that the "Edith" should be there, and lights too, but whether one or more than one, I could not say. When I saw them about lighting the light on entering the harbour on the evening of the 29th, I was occupied bringing in my ship, and did not take particular notice whether there was only one light or more.

There was a jury mast, as I heard, for a second light, but I did not see that mast on the night of the collision. The shock of the collision was very slight, too slight to have knocked down the jury mast. Our vessel could not have done so, because we went close to the mainmast.

To Doctor *Boyd*, counsel for Captain Crosby.

I have been frequently in and out of Holyhead Harbour, but in 1876 I have not plied in or out in command. I have always found it usual for the Board of Trade to intimate the existence, the position, and the marks of any wreck by distri-

buting printed circulars. I never heard of any such circular in reference to the wreck of the "Edith." It was on Sunday, the 29th of October, that I entered the harbour just as it was getting dusk, and I then did not take notice of what signals or marks were about the "Edith."

When breaking ground and casting off from a jetty, or when entering or leaving a harbour with fixed lights visible all about, it is not usual to take bearings. There were two fixed lights and one flash visible, when leaving Holyhead the morning of the accident. According to what I have been informed, a fixed light should have been on the wreck of the "Edith." I knew that the morning of the accident. The wreck is, I think, about four cable lengths from the end of the jetty.

I am acquainted with the regulations for preventing collisions at sea.

Here Doctor *Boyd* reads Article 7 of these Regulations.

I was perfectly acquainted with that regulation. I never got any notice of any kind from the Board of Trade of the existence of this wreck, or of what light should be on it. If there had been a light burning brightly, and showing towards shore, the atmosphere was clear enough to let it be seen three times as far off as where I was. I was directing my attention specially that night to ascertain the position of such a light. My position on the plank, between the paddle boxes, was the proper one for me, giving the most extended view, and from that plank I was looking out for a light on the "Edith."

I saw the wreck itself that night before seeing the light on it, though I was looking as carefully as any man could for the light at this time, and there could not have been any light on the jury mast that night unseen by me. I had the chief mate and a man stationed on look-out at the fore-castle head, which was the proper place for them, and till the report from forward, that I mentioned, and which I could not understand, I got no intimation of the wreck or light; but at the time I heard the report I was looking ahead, and saw the wreck but not the light, just as the voice came to me. I could only see the mast and some uprights of the wreck; that I took to be frames of the bulwarks. I neither saw the hull, nor any portion of it. Immediately after striking I saw the light. I saw it within five seconds after the collision, and it could not have become smoked in that interval, so I can swear it must have been before the collision in the condition in which I saw it.

The collision was felt slightly, but there was no bump. I could not tell whether it was the wreck itself, or something suspended over it, that we struck. I cannot say whether we were on the wreck itself or not, but whatever we were entangled with we were kept there about 20 minutes before getting away. I am not now in command of the "St. Patrick," but I am still in the company's service, being kept on shore pending this inquiry.

My vessel sustained no material injury. She has been plying every day since. The day after the accident she left Holyhead and plied as usual between Dublin and Liverpool. She had been put on the gridiron at Holyhead.

I came out of Holyhead Harbour the following morning as a passenger, along with one of our directors, Mr. Watson.



To Mr. *Cottingham*.] The bearing of the wreck from the pier end is N.E. or  $\frac{1}{4}$  E., or N.E. or  $\frac{1}{4}$  E. I looked hard towards where I expected the light to be, but never looked at the compass, as I could not leave the bridge to do so. I was judging by the Skerries light how I ought to go. Masters of vessels leaving the jetty, judge, I believe, by the three fixed lights there. I did not take the bearings of those lights at all that night. I am not a pilot for Holyhead. I said there ought to have been a fixed light on the wreck, because in conversations with captains plying to and from Holyhead, they had told me there was such a light there; such a fixed light as should have been seen round, at least, a mile off all round.

To Captain *Hight*.] When starboarding our helm at the end of the jetty we were under full speed. It was only about half a minute after starboarding that I steadied the helm. When I heard the cry from forward, I heard the voice calling out, but could not hear the words of the hail. Just as he was calling out I saw the wreck with my glasses, and as he was hailing, I was calling out to stop her, having seen something black in the water. My order to stop and reverse was simultaneous with the hail from the fore-castle. The two calls were together. The helm was put hard a-starboard leaving the jetty, but in about half a minute the helm was steadied. I never got any cautionary notices or saw them posted up, with reference to the "Edith," from

or by the harbour authorities at Holyhead. I T.R. Crosby.  
was never in the harbour-master's office there.

To the *Chief Magistrate*.] My order to stop and reverse was not a result of the cry from the fore-castle, but was nearly simultaneous with it.

To Captain *Grant*.] I had been on the plank between the paddle boxes half a minute or so before ordering to let go. I had gone there from the bridge. I looked around and ahead before ordering to let go. I never took a ship out of Holyhead in command while the "Edith" was there before that night. We were obliged to starboard our helm immediately on leaving the pier, as there was a rock to be avoided. I don't know how the flood tide sets in the harbour. I am not well acquainted with the tide there.

To Doctor *Boyd*.] I have been in command of steamers permanently since 1856. I had command of a steamer in 1853. I have been seven years with this Company.

To Mr. *Cottingham*.] I knew on that morning that a mail boat struck once on the Stag Rock, but I did not know the soundings there. I took a vessel both in and out of Holyhead many a time before that morning, but never before at night in the darkness.

To Captain *Hight*.] When I was going out on the morning of the accident I meant to pass between the Stag and the jetty. If we passed the Stag on our port hand we should get amongst the rocks.

(signed) Thomas R. Crosby.

Taken before me this 21st day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) J. W. O'Donnell,  
One of the Justices for said District.

The Information of WILLIAM JONES, who, being duly sworn upon oath, deposeth and saith as follows :—

To Mr. *Cottingham*.] I AM Chief Mate of the "St. Patrick," and am at present in the service of the Company. I hold a certificate of competency as master in the home trade. I was on the "St. Patrick" on the morning of the accident. We had the mails, and about 100 passengers for Kingstown. I was on the fore-castle-head as we left the jetty, which is my customary station going in and out of port. The captain gave me no particular instructions to look out for anything. When rounding the jetty I heard no order given, but I saw the helm was star-boarded.

R. Weatherill was on the look-out with me. When under the starboard helm the light at the end of the breakwater was about half a point on our port bow, or it might be nearly a point; but I could not tell exactly. I heard no orders to steady the helm. I did not see the light on the breakwater draw a-beam. I could not say whether or not the ship was on her port helm when I took my station on the fore-castle head. I saw the light on the "Edith" as we were rounding the jetty. I saw it, and lost it again. It was on our port bow; that was just as she was coming round on the starboard helm, and I reported when I first saw it, singing out, "a light on the port bow." I had no answer. I could see the helm was steadied after my call out. That brought the light very nearly a head. I sang out again after my first call, and as loud  
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as I could, to stop and reverse the vessel. I could not tell if that call was heard. The ship struck in about three minutes, as near as I could guess from our leaving the end of the jetty, and remained on the wreck for 35 to 40 minutes, as near as I can guess. I don't know how her head was when on the wreck. I have only been three times in Holyhead Harbour this last 20 years. I reported the light I saw as the light of the "Edith." I knew it was either it, or a vessel to an anchor. I could not say which.

I had seen no notice about the wreck; but I had seen the light when going in on Sunday night. It was not burning well on Sunday, and was very bad on the morning of the accident. I could see it, and that is all, when rounding the jetty. I only saw it for a second, and lost it again. I could not see the light before getting round the jetty. When I lost sight of the light it might have been because the mast got between me and the light. When on the wreck I noticed the light, and saw the lamp was quite dirty, and the upper portions smoky. About half the side glass was smoky. I don't know how it was made fast; but it was swinging in the wind. I saw some dents in the plates on our port side, about the bilge, abreast of the foremast. I saw this in the Dublin Graving Dock. The ship is running now. I left her last night in Liverpool to come here. She had not been in the grid-iron at Liverpool. I joined her there. She had

W. Jones.  
—



*W. Jones.* had been in the Liverpool Graving Dock some time before I joined her.

To Doctor *Boyd.*] It was long enough before the collision that she was in Liverpool Graving Dock. Since the accident I have commanded her trading regularly, and no repairs were required.

When rounding the jetty, I could see the light on the wreck plain enough. Then I lost it entirely, and saw it again just before we struck. The first time I saw it, it was a flash or kind of a swing. From the time I first saw it, it was about three minutes till I caught sight of it again. The first time I saw it was when rounding the jetty, and the next time was just before we struck, and I only saw it the twice.

There was only the one light, and it was burning on the mast, on the side away from the harbour, and it was in the swinging in the wind that I saw it.

You have to starboard the helm getting out of the harbour to get round the end of the jetty, and to clear the rocks as well. I have often seen the chart of Holyhead Harbour, but do not know of the rock outside the jetty. There was a strong breeze that night. It is by a tube and mouthpiece that orders are sent from the bridge to the engine-room, and I would not have heard them.

To Mr. *Gedge.*] There was no licensed pilot on board. I was looking out for the light again after the first time of seeing it, but did not see it again till before the collision. I was thinking something like the mast might be hiding it. I called out three times to stop and reverse after I first saw the light.

To Mr. *Cottingham.*] I looked close at the light after striking. I did not notice if it was made fast to the shrouds of the wreck. I saw no line from the light to the shrouds. I swear only one light was on the wreck. There were no pontoons on the wreck, so far as I saw. I could not say how long I lost the light. I lost it for a few seconds.

To Doctor *Boyd.*] I saw the light but twice. It was about half a minute from the time I saw it till I lost it again. We were about three minutes going from the end of the pier to the wreck. We were a little past the pier when I first saw the light, and it was three minutes from then till we struck. It was not very long before striking that I saw the light the second time. We were then may be about a ship's length from the wreck. I did not see the light at all between the time we were rounding the pier and the time we were about a ship's length from the wreck. When I first saw the light I sung out to stop and reverse the ship. I did not sing out at all the second time I saw the light. We were nearly a top of the wreck then. I called out three times to reverse and stop her. I sung out the three times as fast as I could, one after the other. We would be about a minute from the pier head at the time I cried out.

To Mr. *Cottingham.*] I caught the light first, like a flash, after rounding the jetty. We were then on the starboard helm. I could not tell the length of time it was out of sight. Immediately I saw the light the second time we struck.

To Captain *Hight.*] When we came out from the jetty Skerries' light was right on the port bow, nearly in line with the light of the wreck that I reported. The second time I saw the wreck light it was, I think, still on the port bow, nearly a head. It might be a quarter of a point on the port bow. I did not notice the breakwater light about the time of striking.

To Captain *Grant.*] I could not tell our speed when we struck. I was then on the fore-castle head. She went on very light. You could just feel it. There must have been an alteration of her speed, or she would otherwise have gone over the wreck. I thought I had reported enough when I reported the light, and called out three times to stop and reverse.

(signed) *William Jones.*

Taken before me this 21st day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.

The Information of THOMAS COLLINS, who, being duly sworn upon oath, deposeth and saith as follows:—

*T. Collins.*

To Mr. *Cottingham.*] I was Second Mate on the "St. Patrick," and I now act as Chief Mate on her. I hold a certificate of competency as mate in the home trade. I was on board on the 31st October 1876, when leaving Holyhead. I was on deck at the wheel when leaving the jetty. The master was on the bridge plank. I got all my orders from him. The order on rounding the jetty was "hard a-starboard." I could not tell how long we were under the starboard helm. The next order was "steady." Her head, when steadied, was N. by E. I could see no light a-head from where I was. After I steadied I heard the mate sing out, "Light right a-head." I heard him say that three times. The plank the captain was on was right over me, about 10 feet above the bridge I was standing on.

On the instant the mate first sung out, the

captain ordered, "Stop her. Reverse full speed." I heard the mate sing out, and on the same breath the captain's orders came, and at same time of crying out, "Stop, and reverse," the captain also ordered the helm hard a-starboard, and two of us then at the wheel put the helm hard a-starboard as quick as we could. She felt the helm only about half a point, and then she struck. While on the wreck when she struck her head was N.  $\frac{1}{2}$  E. by the steering compass. We remained to the best of my knowledge 35 minutes on the wreck. I saw no light on the wreck till after we struck, and I then saw a small light swinging to and fro on the mast of the wreck, and when you came in the wake of the mast you could not see it at all. I could not see if a line was fast from the light to the shrouds of the wreck. I could not say what kind of light it was.

was. It was not a bright light. Whether it was a globe or anchor light I could not say. It seemed to me to be very much smoked.

I had seen two lights on the wreck on the previous Sunday, when I was at the wheel, entering the harbour.

On the morning of the accident, before we started, I saw no light on the wreck

To Mr. *Gedge*.] The light was swinging very much. I think it was the wind. It could not be the motion of the wreck, nor could it have been the collision. The wind was something the same after the collision as before it.

I never steered in Holyhead Harbour before, except on the previous Sunday, and once before that going in and out in the "Windsor" in stress of weather with troops: I stuck by the wheel, and it was from that I saw the light on the wreck.

I am a stranger to the "St. Patrick," and do not know when the compasses were last adjusted. I have been only six or seven weeks in her. I am a stranger to Holyhead.

Taken before me this 22nd day of November, in the year 1876, at the aforesaid Police Court, in said district.

To Dr. *Boyd*.] I could not tell how far we were from the wreck when I heard the hails, as I could not see the light, but I think we were nearer the wreck than the jetty. The hails followed each other at once, and I heard no other hails but those three; only the captain's orders. The helm was steadied when we heard the hails.

It would not be correct to say the hails came at the time we were under the influence of the starboard helm rounding the jetty. I saw only one light on the wreck on the morning of the accident. There might have been a second light on the wreck unseen by me before the collision, but I saw none. The collision was not violent. It was only a scrape.

To Captain *Hight*.] I do not know how the lamp was run up, or whether it hung by a lanyard or was seized to the rigging, but if seized to the rigging, it would not swing as I saw it.

(signed) *Thomas Collins.*

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.

*T. Collins.*

The Information of THOMAS DOWLING, Timber Merchant, 69, Finchley New-road, London, who, being duly sworn upon oath, deposeseth and saith as follows:—

To Mr. *Cottingham*.] I was a passenger on the "St. Patrick" on this occasion, and when rounding the jetty I was on deck behind the paddle-box. I could not see in front of the ship directly, but I could see sideways. I saw two lights on my left and nearly on the bows of the ship. I scarcely ever lost sight of them, and when we got on the wreck, I knew the lights I had seen were those of the wreck. I was not looking at them all the time, but the lights on the wreck were the same lights I saw.

To Mr. *Gedge*.] I had not known of the wreck being there, but I am sure the lights I had seen were lights on the wreck. After the collision, I saw only one there. I am sure they were the lights on the wreck, for we ran on them.

To Dr. *Boyd*.] It was behind the left-hand paddle-box that I stood when seeing the lights. I cannot tell exactly where the ship was when I first saw the lights. I do not know how many points off the lights were. I saw them by looking on before me alongside the paddle-box. They were white lights. I did not keep my eye constantly on the lights, but I kept my eye on them sufficiently to know they were the same lights. I only saw one light after she struck. The two had been 40 or 50 feet apart, as it appeared to me. I saw two masts and two lights. I saw the lights at first, and when we came within about the length of the ship of them, or rather more, I saw the masts. It was a bright moonlight night. I remained in the same position behind the left paddle-box up to the collision. I cannot say if one of the lights remained visible to me all the time. I saw only one light after the collision.

That was 40 or 50 feet above me, I should think. I could not tell if the lantern of it was clean or dirty. I did not trouble my head about it. I saw scores of other lights about in the harbour that night on various sides of the two I speak of, but how far from them I did not know. I thought the two I spoke of were those of a vessel under weigh at first. There was not much shock of a collision. The ship ran, as it were, against the ground. I heard no spars or anything else breaking.

To Mr. *Cottingham*.] It was on the ordinary deck I was standing, and not on the bridge deck. It was behind the paddle-box I stood. I could see distinctly alongside the bow of the ship. Both the two lights I mentioned were white lights. One did not appear brighter than the other. They were burning brightly.

To Captain *Grant*.] What drew my particular attention to the two white lights mentioned was because they were in our course, and the cries from forward. But I saw the lights before I heard the cries. It was from the right-hand side of the pier facing the harbour that we started. I think we were about the end of the jetty when I first saw the lights, and we were, I thought, steering right for them, until a short time before the collision, when I thought the lights crossed our bows. Before that I had seen them all through on our left-hand side. I had seen them on the left-hand side up to a very few moments before the collision, and about a moment after the collision I saw the one light on our right-hand side.

(signed) *Thomas Dowling.*

*T. Dowling.*

Taken before me this 22nd day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.



The Information of WILLIAM CASSELLS, who, being duly sworn upon oath, deposeth and saith as follows:—

*W. Cassells.*

To Mr. *Cottingham.*] I WAS Chief Engineer of the "St. Patrick." I hold a certificate of service. I was in her on the 31st of October last. Her engines are oscillating ones of about 350 horse-power. When we cast off from the jetty we went full speed. Even if the order had been slow I would have gone full speed at starting. As even with the engines at full speed at starting, the vessel would only go slow. I cannot recollect the order given to me at starting. I recollect that I received an order of "full speed." I could not swear if that was the first order I received. Whether I got a previous order of slow or not, I cannot tell; but if I did, it was followed very quickly by the one of full speed. The next order I got after full speed was stop and reverse. I cannot tell the time between the two orders, but the time was short. It might be three minutes or it might be less. I immediately carried out the second order, and I thought I had the engines reversing for half an hour. I felt something like as if you were in a cart in a narrow roadway, and the branches of trees were brushing against the cart; and I think we had

made two revolutions reversing before I felt anything of that. Our engines are very good and in good order. We made no water.

To Mr. *Gedge.*] Going at full speed I could stop the vessel in about half a minute. I could not say how far she would go in that half minute. I do not know.

To Dr. *Boyd.*] When I say I could have stopped the vessel in half a minute, I mean I could in half a minute have the engines beginning to go in a contrary direction. Being in the engine-room, I cannot know if the vessel is going ahead or going astern. I kept reversing, I think, half an hour. The captain sent for me and I went on deck to him, and saw him but saw nothing else. His orders were to keep the engines going reversing till I was ordered to stop that. I did keep them reversing at full speed till I got orders to stop that.

To Mr. *Gedge.*] Upon receiving an order to reverse full speed, I cannot tell how long it would take to bring the vessel to a stand still.

(signed) *William Cassells.*

Taken before me this 22nd day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.

The Information of JAMES GODWIN, Marine Engineer, who, being duly sworn upon oath, deposeth and saith as follows:—

*J. Godwin.*

To Mr. *Cottingham.*] I AM Second Engineer of the "St. Patrick." I have not, and never had, a certificate. I was in the engine-room when starting from Holyhead. The first intimation we got was the telegraph ringing for all hands to stand by. The next order was "turn ahead," and shortly after that, "full speed." After that the next order was "stop her, and reverse full speed." I could not swear to half a minute, but to the best of my belief about three minutes elapsed between the order "full speed" and the order "reverse full speed." Those orders were all obeyed. I had one engine in charge and Mr. Cassells the other, and the order "stop her" was obeyed instantaneously; she was thrown out instantaneously.

After she began to reverse she came against something with a kind of a gentle glide. That was a very short time after the last order. We felt this gentle sliding before she settled on the wreck. It might have been a minute from the last order till we first felt her touching.

Running full speed, the ship would make about 12 miles an hour if under full way that morning. We were making about 19 revolutions when ordered to stop and reverse. It might take about a minute and a-half from the time we start the engines at full speed until they begin to

get away. That is when she is light as she was that morning. I mean that on that morning the engines would be at full speed, about one and a-half or two minutes after they were first set going at full speed.

Our ship was, I should think, 30 or 35 minutes on the wreck after she took it, and the engines were going at full speed reversed for almost all that time. And then we reversed to the jetty.

The vessel was put on the gridiron at Holyhead; I saw her there. The top part of the port injection pipe was carried away, but it did not appear like a new break. I saw no other injury that the ship sustained. I did not look to see.

To Dr. *Boyd.*] Our first order was to stand by; the next to "turn ahead," the next to go "full speed." These are our usual orders at starting. We had a couple or more revolutions astern before we felt the first striking. I dare say she had made about three revolutions before she touched, and perhaps about three more before she settled, as I think. We reversed full speed immediately at the order, and she acted very quick. While on the wreck I got orders from the captain to examine if there was any leak.

(signed) *James Godwin.*

Taken before me this 22nd day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.



The Information of THOMAS DOLAN, who, being duly sworn upon oath, deposeth and saith as follows :—

To Mr. *Cottingham*.] I AM an Able Seaman, and have been about seven years at sea. I was one of the crew when leaving Holyhead on 31st October, and I was on the port side of the wheel with the second mate, but I could not see the compass from where I stood. Immediately after rounding the jetty I heard the order to “starboard.” That was done and the next order was “hard-a-starboard,” and after that came the order to “steady.” It was the captain who gave those orders which were at once carried out. To steady her we gave a little touch of the port helm after starboarding. I do not know how her head was after we steadied her.

The second mate on the starboard side could see the compass, but I could not as there was a sort of a binnacle over the compass turned towards the second mate and from me. I heard the chief mate sing out something, and on the moment I heard the captain give the order “stop her, reverse full speed.” I cannot recollect what the mate sang out. He was rather far from me to hear. There was a little port helm on the ship when she struck the wreck. I only heard the mate shout from the fore-castle the once. I saw him come aft and go up to the captain on the paddle-box, after we were on top of the wreck and were fast on it.

I could see a light, if there was one to be seen, from where I was. I was looking for lights, but saw none. I was looking for a mark to steer her by.

The second mate steers her by the compass, and I generally look for a mark to steady her by along with him.

To Mr. *Gedge*.] I have been about two months in the “St. Patrick;” I was in her till last Monday, I had not the least conversation about the accident with the chief mate, with Cassells or Godwin, or any of them. We may have had some talk about the matter, but we had not a word about the evidence I was going to give to-day.

I got a glimmer, and nothing more of the light on the wreck, after we were fast on it. I went forward and saw it then, and not before.

To Dr. *Boyd*.] We only gave her the port helm as much as was necessary to steady her after being on the starboard helm.

To the *Court*.] When the captain shouted to steady her, he also at same moment called out to stop and reverse full speed.

To Captain *Hight*.] I was looking out ahead for a mark to steer by, and could see what was ahead, and when she was steadied the breakwater was well on the port bow. I saw no other light then. I might have seen the Skerries then. I cannot remember. I saw the Skerries before that when we were coming out. I could see the breakwater when we struck, but not the Skerries. The breakwater was then on the port bow. I did not see the Skerries then. I am not acquainted with the harbour.

(signed) *Thomas Dolan.*

Taken before me this 22nd day of November in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.

The Information of RICHARD WEATHERILL, who, being duly sworn upon oath, deposeth as follows :—

To Mr. *Cottingham*.] I AM an Able Seaman, and was in the “St. Patrick” on 31st October in Holyhead. When starting, I was coiling up ropes and making them fast on the fore-castle head. I was to have gone on look-out when done with the ropes. The chief mate was on the fore-castle head, too. I heard the chief mate sing out, “Stop her, or we'll be on the wreck; stop her.” That was when we were close on the wreck.

First he sang out, “Stop her; we will be on the wreck; stop her,” and then he ran aft, crying again, “Stop her.” I heard no one sing out just as we were rounding the jetty. I was too busy coiling the ropes. I was not sent to the look-out that morning. The captain gave me no orders. It is not customary for the captain in those boats to give orders to the seamen to look

out. The captain gives his orders to his officers. At the time of leaving I had no orders, but it was my turn to go on look-out with the chief officer, and I should have done so without orders.

I did not look for any lights till the mate cried, to stop her. I then looked ahead, and saw the wreck, but no lights. I saw a light on the wreck after we struck, but not before. The light was pointing seaward, hanging in the wake of the mast. It was a very dim light. You could not see it on the easternmost side in the wake of the mast.

I heard nobody at all sing out light on the port bow, or light ahead; not from the time we left the jetty till we were on the wreck. The weather was very strong, squally, heavy rain. I paid no attention to the moon.

(signed) *Richard Weatherill.*

Taken before me this 22nd day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.

The Information of RICHARD COLEMAN, who, being duly sworn upon oath, deposeth and saith as follows:—

*R. Coleman.* To Mr. *Cottingham.*] I WAS Fireman on the “St. Patrick,” and when leaving Holyhead I was on the bridge to pass orders to the engine-room. The captain was on the bridge. I passed the signal to stand by just as the captain came on the bridge. The hawsers were not gone. Then I passed the order to turn a-head, and immediately afterwards the order full speed. The next order was stop and reverse full speed; and at the same moment I heard the mate sing out once “A light ahead.” That was about two and half or three minutes after we rounded the jetty. I heard nothing before that. It was not more than three minutes, but it might be less. I lost no time in conveying the orders. I received the order, “Stop and reverse full speed;” at the same

moment the mate reported the light. I then saw no light ahead. I was not looking out for any light. My business was at the tube; but if there had been a light I had a very good opportunity to see it.

To Mr. *Gedge.*] I saw no light at any time on the wreck till after we struck. I won’t swear that there was not one. I did not hear Jones report a light just after we rounded the jetty; I won’t swear he did not do so; I only heard the one report.

To Dr. *Boyd.*] There was a bridge plank between the paddle boxes, and the master was on that plank; I was on the bridge below it.

(signed) *Richard Coleman.*

Taken before me this 22nd day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O’Donnell,*  
One of the Justices for said District.

The Information of JOHN F. C. MACKENZIE, who, being duly sworn upon oath, deposeth and saith as follows:—

*J. F. C. Mackenzie.* To Mr. *Cottingham.*] I AM Harbour Master at Holyhead appointed by the Board of Trade, and I have been in that position for two years; I was in my present position on the 8th September 1875, when the “Edith” was sunk. In order to mark that wreck a green wreck buoy was placed 10 fathoms astern of the wreck north, and there is a notice in print respecting that buoy; I now produce a printed copy of that notice. A printed copy was posted on the wall of the Custom House, Holyhead, but I will not say I saw it there before 31st October 1876.

I sent a written requisition to the Superintendent of the London and North Western steamers, and at once the lights were hoisted; I myself saw lights on the wreck before 31st October last; they were bright good lights; two of them were there, one at each masthead; I saw them at half-past 6 p.m. previous to the collision; I saw them both there; I did not see them after the collision; I recollect the night of the collision; it was bright moonlight at 1 a.m.

The printed notice I produced is signed by the secretary to the Trinity House. The Trinity House place the buoys. I wish to explain it is their duty to place such buoys, but on the day of the wreck of the “Edith” to save time, I had the buoy placed myself on my own responsibility before orders came from Trinity House. A great deal has been done to raise that wreck.

To Dr. *Boyd.*] I have a deputy at Holyhead. It is the duty of the dock master at Holyhead harbour to stay up at night. The Harbour Department of the Board of Trade receives the dues of Holyhead Harbour. The same Department keeps it in repair; it is their duty also to remove obstructions if they exist; I consider the “Edith” to a certain extent an obstruction in Holyhead Harbour; I should not say a very considerable obstruction to the navigation there; it is not in the fair way of steamers leaving the

jetty or coming to it; it is very little in the way of vessels coming to the old harbour from sea, and to sea from the old harbour. Complaints have been made of the vessel being in the way in thick or foggy weather. People have complained to me of the vessel being in the way at other times than in foggy weather; I have seen that complaints have been made in Parliament that the vessel has been allowed to remain there. When I say the vessel is only a little in the way, I mean that the usual course adopted by vessels coming into or leaving the harbour would not be over the position where the “Edith” is now; I do not know if the mail steamers between Kings-town and Holyhead have been obliged to alter their course by reason of the “Edith” being there. To my knowledge there has been no alteration in the course of steamers leaving the old harbour for Ireland by reason of the “Edith.” I know the usual course that steamers used to take from the old harbour for Ireland previous to the sinking of the “Edith” was outside the Stag rock, irrespective of whether it was high or low water, and irrespective of the length or size of the steamers. I have heard that steamers have been obliged to alter their course since the wreck was there on account of the divers being at work; they have not been at work continuously since she sank; I have not heard that when the divers were not there, steamers have been obliged to alter their course; I believe the course of the steamers leaving or entering the harbour is different when the divers are working from what it is when they are not. I cannot say exactly when I saw in Holyhead Custom House the printed notice from the Trinity House about the buoy; I saw it in the hall; I cannot tell how many other notices overlapped it. Notices overlapping each other are hung up there. The copy there of the notice produced was not on a file; I first saw the copy there two or three days after



after the casualty to the "St. Patrick"; I never saw it before the casualty; I did not see it posted anywhere else; I did not make inquiries to ascertain if it was posted anywhere else; I never heard it was posted anywhere else. The notices were fixed in the hall on the same principle as if filed, being attached together at the top and loose at the bottom, so that by lifting the front ones you could read those behind; I think only one was in front of the copy of that produced; they partially cover each other. The notice produced is not the copy I saw posted in the Custom-house at Holyhead; I never heard of others being posted there since. I got the copy produced from the Trinity superintendent at Holyhead; I got it to-day; I never heard complaints made of the insufficiency of the lights that were placed on the "Edith"; I never saw them not in good order; I can conscientiously say they were always splendid lights. It was at first my duty to see the ship properly lighted; it afterwards became the duty of the owners of the ship to do so. It is my duty as harbour master to see that vessels in the harbour carry the proper regulation lights; it is my duty as harbour master to see that obstructions are properly lighted. The "Edith" was an obstruction to a certain extent. The "Edith" was more an obstruction than a vessel at anchor would be. She would require more careful lighting than a vessel at anchor, and she has it. I cannot speak of her lights at half-past 3 a.m. on the morning of the occurrence.

Mr. Gedge here proposes to cross-examine. Dr. Boyd objects that Captain Crosby having now become defendant, the right of examining witnesses is under rules 18 and 19 confined to the defendant and the Board of Trade.

Mr. Gedge in reply cites rule 21.  
Objection allowed by the Court.

Taken before me this 23rd day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) J. W. O'Donnell,  
One of the Justices for said District.

COPY of NOTICE referred to in Captain Mackenzie's Evidence.

# NOTICE TO MARINERS.

(No. 136.)

## WEST COAST.—WRECK IN HOLYHEAD NEW HARBOUR.

Trinity House, London,  
29 September 1875.

NOTICE is hereby given that a green buoy, marked "Wreck," has been placed about 10 fathoms north of the steam vessel "Edith," sunk in Holyhead New Harbour.

The buoy lies in five fathoms at low-water spring tides, with the following marks and compass bearings, viz. :—

A white house on the back land, in line with the Government House at	
Porth-y-Felin	W. by N. Nly.
George's Mill, just open eastward of Mail Jetty Head	S. W. $\frac{1}{4}$ S.
Mail Jetty Head	S. W.
	(Distant $5\frac{1}{2}$ cables.)

By Order,  
Robin Allen,  
Secretary.

To Mr. Cottingham.] The wreck does not lie in the fair way of steamers coming in and out to the jetty; it lies very near the fair way.

To Dr. Boyd.] I was aware one of the "Edith's" masts had been removed, and another substituted on the Saturday previous to the casualty; it was a spar to carry a light that was substituted; it was placed very near the position of the mast that had been removed; I examined it myself; it was a temporary fixture.

To Mr. Cottingham.] It was a jury mast. The wreck was near the direct course in and out. It was my duty to give instructions that lights should be placed. What I meant on the previous part of my evidence is that it was my duty to send a requisition to the owners of the ship to have her properly lighted; and from first to last it was their duty to do so.

The complaint I mentioned having heard about not having the wreck raised, was one made in Parliament.

At low-water equinoctial spring tides there is 13 feet of water on the Stag Rock. Steamers leaving the jetty when going out leave the Stag Rock on their port hand, and on the starboard hand coming in. It would be an unusual thing to leave it on the starboard hand going out.

The notice in the public room of the Custom-house mentioned already was partially covered; it was where all the other notices are; it was just partially covered by being overlapped.

To Dr. Boyd.] I think more than half of it was covered; that was the upper half; I never myself navigated a vessel in or out of Holyhead Old Harbour.

(signed) J. F. C. Mackenzie.

J. F. C.  
Mackenzie.



The Information of JOHN EDWARD JONES, who, being duly sworn upon oath, deposeth and saith as follows:—

*J. E. Jones.*

In reply to Doctor *Boyd*.] I AM Captain of the Royal Mail Steamship "Ulster"; I have been fourteen months permanent commander, but occasionally for the last four years I have been in command, and I have been sixteen years as second officer, chief officer and captain in the mail service between Kingstown and Holyhead.

At ten minutes past 12 a.m., on 31st October last, I arrived in the "Ulster" at Holyhead, and when coming in I passed the position of the wreck of the "Edith" and noticed how it was lighted; there was only the light up, showing north; that light was bright; it was quite clear; there could not have been a second light on the wreck without my seeing it; the light I saw was obscured southwards by the mast; it was slung on the after part of the mast, and the light would show to the jetty, but shortly after passing the jetty it would become obscured; I saw no second spar or mast on which another light could be suspended; I have seen the wreck in a similar condition several times before; once or twice there was no light at all, and sometimes the southern light would be lighted, and sometimes the northern. When the "St. Patrick" was on the wreck I, from the jetty, saw the light on the "Edith;" it was burning bright; fifteen or twenty minutes after the "St. Patrick" was on her I was looking at the light from my boat. I went to the wreck in our starboard lifeboat, and then, when alongside, I saw the condition of the lantern; it was clean as far as I could judge, for I did not particularly notice; I was below in a small boat looking up at it; the boat was partly behind it.

I am acquainted with the way in and out of the harbour, and with the manner of getting a vessel under way in the harbour; when getting the mail packet under way the usual orders are "let go," "turn ahead," "full speed."

It would be unskilful not to turn ahead full speed when starting from the jetty on certain occasions, especially in northerly winds. In my opinion, it is necessary to turn ahead full speed in order that the starboard helm may act, and it is necessary to give starboard helm slightly before rounding the jetty in order that she may feel the helm when rounding the jetty.

The wind this morning was N.N.E. fair into the harbour, the force being between five and six, and that wind would make it necessary and proper to give full speed at starting. It was about low water, a little flood, when the "St. Patrick" started, and as the flood would be setting in round the jetty from the north, that would make it more necessary to get way as soon as possible. Vessels can steer at either side of the Stag Rock. The mail boats have gone over it for eight years; we used to go over it except at dead low water, but that was before the "Edith" was there, but since she has been there we have to give her a berth, and consequently clear the Stag Rock by doing so. We cannot start from the jetty now with the helm hard-a-starboard, for if we did we would go into the "Edith" in our sweep, or, at least, it would be a miracle if we escaped her. That is in the case of a vessel 350 feet long like the "Ulster" which takes a greater circle. Except under ex-

ceptional circumstances, that is in a certain state of the tide and with a southerly wind, it would be very hard to get inside the "Edith" with a long vessel like ours; I did it twice.

I took the "St. Patrick" from Holyhead the night of the casualty; she is very much shorter than the "Ulster"; there would be nothing improper in taking a vessel her length inside of the Stag Rock.

Since the "Edith" was there we have altered the course of the packets when going out, but not coming in. The "Edith" is in the road going out for long vessels; she is not in our road coming in in fine weather; but for short vessels she is in the way coming in, as they take a shorter sweep.

When there are several wind-bound vessels anchored there, she is very much in the way in winter time. If she was not there at all short vessels like the "St. Patrick" would come into the jetty and go out from it over where she is.

When leaving the harbour we steer by light, certainly. To steer by compass would be most unwise, unless it was foggy and the lights were not seen.

If there were lights on the "Edith" it would be certainly proper to steer by them to clear her; they were the first lights I used to look for coming in and going out; I used to make a mark of her lights when they were proper to steer up by the jetty; if the lights were obscured on board the "Edith" it would be most dangerous, especially to a stranger leaving Holyhead, and especially if the southern light is out, because when you round the jetty on the starboard helm, the vessel taking a sweep, the northern light is obscured by the mast when the vessel is in her proper course for the breakwater.

The southern light has been out all night this week till last night.

The Skerries light is something in same bearings, and once or twice I have been startled as to whether the Skerries was not the "Edith;" both are bright lights, and in a dark night it is very hard to distinguish between them.

To Mr. *Cottingham*.] The Skerries light bears about N.N.E. from the jetty head, and the wreck bears N.E.  $\frac{1}{2}$  E., and when you take the sweep in the "Ulster" on the starboard helm, both lights close together. A shorter vessel taking the sweep out would bring the lights nearly into one. The "St. Patrick" is in or about 250 feet long.

I have seen no instructions or cautions from our Company about the wreck. We had instructions from our superintendent at Holyhead to give the wreck a clear berth, especially when there were divers at it.

To the *Court*.] I saw no instructions or cautions at all about the wreck from the Board of Trade. The day after the casualty the collector of customs at Holyhead mentioned to me it was very strange he had no official notice of the sinking, position, or bearings of the wreck.

To Mr. *Cottingham*.] I saw no notice of the kind myself at all. When a wreck takes place or a vessel sinks you see a notice in the newspapers indicating the wreck and its position; that

is usual, and you see notices posted in Liverpool on the dock gates and in the Custom-house.

I cannot say there were no such notices in the case of the "Edith," but I did not see them. Such notices might have been in papers, but I did not see them. I saw only one light on the "Edith" coming in on the 30th. I knew the "St. Patrick" was to go back instead of us. I said nothing about there being only one light on the "Edith," for frequently in coming in one of the lights would be out; and frequently the lights would be very dim when the atmosphere would be obscure.

If I did not see the light on the wreck even then, and though knowing the bearing of the wreck, I would not use the compass; I would steer by the Skerries and Breakwater lights, and keep a little more to the eastward.

It is quite prudent, starting from the jetty, to order full speed, even if I did not see the light on the wreck. I am speaking of myself, knowing the position of the wreck so well.

Even if I had any doubt of the position of the wreck, it would be prudent, with as much room

as there was when rounding the jetty, for me to go at full speed. I am of course speaking of a master who has some knowledge of his work. *J. E. Jones.*

I do not know what position the cradle is in. I cannot tell whether it was smashed by the "St. Patrick"; I do not think it was.

When entering the harbour the night of the casualty, my look-out man reported floating timber in the locality of the wreck. I believe the southern light had been washed away the night of the casualty, as there was a heavy ground swell setting in there, and floating timber knocking about in the locality of the wreck. I had seen the southern light, I think, the night before.

The lights are very fine ones on the "Edith," but they get dim sometimes. I don't feel uneasy going out if I see the "Edith" lights.

To Doctor *Boyd*.] When starting ahead full speed, the vessel would not gather way for three or four minutes. Our vessel would not have gathered way before passing the "Edith," even if started at full speed.

(signed) *John E. Jones.*

Taken before me this 23rd day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.

The Information of THOMAS RICHARD CROSBY, who being duly sworn upon oath, deposeth and saith as follows (being re-called by the Court, with the consent of Doctor *Boyd*):—

In my former deposition I mentioned knowing the bearings of the wreck from the jetty. I knew that what I mentioned was about the bearing before I started on the morning of the 31st October 1876, but I won't say I then knew the correct bearing; I only knew it by my eye, but not within a point either way.

*T. R. Crosby.*

(signed) *Thomas R. Crosby.*

Sworn before me this 23rd November 1876.

(signed) *J. W. O'Donnell,*  
Chief Magistrate.

The Information of JOHN THOMAS, who, being duly sworn upon oath, deposeth and saith as follows:—

To Doctor *Boyd*.] I AM Chief Officer of the mail steamer "Ulster." I have been in the habit of proceeding in and out of Holyhead for the last 25 years.

During that time, when the ship leaves the north side of the jetty, the usual orders are, "Turn ahead full speed." That is when the Roads are clear. I mean when there is nothing in the way; nothing visible at starting. The position of the "Edith," or her lights, if there were any, would be visible from the north side of jetty, but it was from the south side of the jetty the "St. Patrick" started, and neither the position nor lights of the "Edith" would be visible from the "St. Patrick" from where she started.

I have started myself from the south side, and the same orders are applicable to both sides.

I am of opinion, as a nautical man, that it is the proper and nautical manœuvre to order the

engines at full speed when starting. That is necessary owing to the formation of the harbour. It is immaterial whether the water be high or low. With low water the sweep would be longer than with high water, because every vessel will answer her helm quicker when in deep water than when in shallow.

*J. Thomas.*

I was seven years on the "St. Patrick," when she was called the "Llewellyn." She is about 100 feet shorter than the mail boats. A short vessel always takes a shorter turn than a long one. With a short vessel like the "St. Patrick," it is not an improper nautical manœuvre to go inside of the Stag Rock; that is to the westward of it. That is when there is plenty of water.

I have sailed seven years in the "St. Patrick" in and out of Holyhead, and I may say we used always to go inside of the Stag Rock, and that is the proper and usual course for her to take.

C

Starting



*J. Thomas.* Starting from the south side, it is necessary to give her the starboard helm as much as you can to pass the end of the jetty; and you let go then as soon as ever she is up her course; but till you get the course, it is proper and necessary to keep the starboard helm. The wind is immaterial.

I have been passing the "Edith" ever since she is down there, off and on. I will say she is right in the track of the mail boats going out. She is not right in the track of vessels like the "St. Patrick," as such vessels might go inside of her; that is if the "St. Patrick" started from the north side of the jetty, she might go inside of the "Edith," but if starting from where she did, from the south side, the "Edith" would be right in the way.

For the safe navigation of that harbour, I should say the "Edith" should be properly lighted. It is necessary I should say that she should have a clear light exhibited towards the jetty, for the due and proper navigation of Holyhead Harbour. The "Edith" should have a bright unbroken light, visible a mile round in all directions.

I was alongside the jetty on the "Ulster" at 12.19 a.m., 31st October last. I saw that morning how the "Edith" was lighted. In rounding the breakwater, at 10 minutes past 12, I observed the "Edith's" light. I left the bridge, and went forward on the forecable; and when I got there I saw one light, and only one, on the "Edith." That was on the "Edith's" mainmast. It did not show an unbroken light all round the horizon. That light is obscured for fully a point on the compass when it is on the bearing of about N.  $\frac{1}{2}$  E. to N.  $\frac{1}{2}$  W.; that is, the light would be obscured to a vessel coming in or going out of the harbour, with those bearings.

The light is hung on the north side of the mast, facing the breakwater. I saw no other light whatever, but that one, on the "Edith," and none other could possibly have been there, for I was only about two cables from the "Edith" when passing it, and I then saw no spar, or anything else, on which another light could be hung that morning.

I saw wreckage floating about to leeward of the wreck that morning; it was floating timber. There was a swell that morning where the "Edith" was. I have seen the light on the mainmast swinging. I did not take particular notice of its swinging that morning, but the wind would make it swing. It was a clean light. The lights on the "Edith," if there, would be decidedly a guiding mark to vessels leaving the Old Harbour, and the absence of those lights would cause more caution to be required taking a vessel out.

The "Edith" is in the way of a steamer leaving the Old Harbour; and if there were no lights there, it would require a little more caution to take a vessel out.

It is a proper nautical manœuvre to start the engines full speed starting from the south side of the jetty, and to give her starboard helm rounding the end of the jetty.

The "Edith's" lights could not be seen from the "St. Patrick" from where she started. A vessel having got the starboard helm at the end of the jetty, and then not being able to perceive the "Edith's" lights, would be exposed to danger.

To the best of my opinion, it would take the "St. Patrick" about two minutes from rounding

the jetty until she came to where the "Edith" lay, and that interval would be very little time for observation.

It is hard to answer if there would be sufficient time in that interval to alter the "St. Patrick's" course, if the absence of the "Edith's" lights were discovered upon rounding the end of the jetty. If the lights were visible upon rounding the jetty, there would be time enough, in my opinion, to avoid any collision. If the lights were not to be seen when rounding the jetty, and became visible right ahead when the "St. Patrick" was its own length off from the wreck, it would be as much as they could do to avoid a collision if at full speed. A vessel starting with engines at full speed would not gather full speed before she arrived in the locality of the "Edith."

To Mr. Cottingham.] The light of the "Edith" is obscured from about N.  $\frac{1}{2}$  E. to N.  $\frac{1}{2}$  W. The bearing of the wreck from the jetty head is about N.E.  $\frac{1}{2}$  E., so that the light would not be obscured from the jetty head. From that you would have about two or two and a half points open. The light would be obscured when going with the helm a few degrees over starboard. I saw the light at 10 minutes past 12 a.m., 31st October last, from the "Ulster's" bridge. I also saw it when abreast, about 12.15, when still on board the "Ulster."

The wreck is about four cables from the jetty head, counting 10 to a mile. If the engines are put full speed easing off the jetty, I think she would not be going full speed when at the wreck, but she might.

Our company issued no instructions to us about the wreck, at least not to my knowledge.

If no light were visible from the jetty head when going out, and knowing the wreck was in the way, I would still consider it prudent to start at full speed, because I would run my distance straight out, and leave the wreck on my port hand. I would overlap the wreck, trusting to the bearing of the Skerries as long as I saw it. It bears about N.E. by N.  $\frac{1}{2}$  N. from the jetty head, a difference of two points being between that bearing and the bearing of the wreck; so that thus the light on the Skerries would be a very good guide to me to pass the wreck. But I speak after 20 years' experience of Holyhead. If I had no experience of Holyhead, but knew the wreck was there, I would think it prudent to start at full speed. A stranger would not like to go at full speed. I mean a man who never was there in his life. If I had never been there in my life, I would not like to have started at full speed. I wish to add, that even if a stranger I would start at full speed, and afterwards would ease the ship if I saw anything in the way. I would go out full speed, unless I saw something in the way. If I knew a sunken wreck was there, I would not go near it.

In my experience in Holyhead, it would depend on the tide whether I started from the south side of the jetty with a little port helm. I would do so in an ebb tide, but I would starboard my helm after passing the end of the jetty, and that would bring me nearly over the Stag Rock. I would pass the Stag on the port hand if I was under a port helm. I could not continue under a port helm without going into danger.

If I had passed the Stag Rock on the port hand, I would steer out for the breakwater.

The wreckage I saw to leeward of the "Edith"



was floating, and was something like planks. It was floating adrift; it was not fast to anything. They were driving with the weather, and about two and a half to three cables from the wreck. When passing the "Edith," the planks were on our port hand.

A light to be seen a mile all round, is an anchor light. I refer to the Rule of the Road.

To Doctor *Boyd*.] When I have mentioned what I would do when starting, I meant when I was on board the "Ulster," and having reference to my long experience of the harbour and accurate knowledge of the wreck.

I never saw anywhere any official intimation of the position or bearings of this wreck.

To Captain *High*.] When leaving the south side of the jetty at night, in my experience I never, since the wreck has been down, passed in-

side the Stag. I never did so at night, starting from the north side, since the "Edith" was there. The regular passage for the mails going out is to go out to the eastward of both the Stag and the "Edith."

To Captain *Grant*.] Starting in the mail from the south side of the jetty, the helm is in midships, and we starboard the helm, but not hard-a-starboard; as soon as we clear the jetty we bring her head E.N.E., which would leave the Stag on the port hand. When clear of the "Edith" we starboard the helm, and bring the Skerries a little on the starboard bow. This, of course, refers to the mail boats.

In clear weather we steer out of the harbour by lights. It is by judgment, and the lights I would decide when her head was E.N.E.

If the lights were not visible, I would judge by time when we were clear of the "Edith."

(signed) *John Thomas*, First Mate.

Taken before me this 24th day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell*,  
One of the Justices for said District.

The Information of *ROBERT WARREN*, Esq., of Killiney, County Dublin, who, being duly sworn upon oath, deposeth and saith as follows:—

In reply to Doctor *Boyd*.] I AM a member of the Dublin Lights Board. I was a passenger on the "St. Patrick," and was in my berth when the collision took place, and then I came on deck. Captain Crosby was on the paddle-box. I had conversation with him. He gave me no impertinent answer whatsoever. The only thing I had to complain of at all was that he wanted to go on, and I and other passengers wanted to go back. I cannot say what words passed. I said something about his being stupid. He said something about there being only one light. I went to look and saw only one light on the wreck, and it was to the seaside of the mast, and the mast obscured it. When I said something to the captain about stupidity, he did not answer by any such words as "Who are you?" He was very civil to me; he answered every question I put to him most civilly.

*R. Warren*,  
Esq.

(signed) *Robert Warren*.

Sworn before me this 24th November 1876.

(signed) *J. W. O'Donnell*.

The Information of *JAMES STIRLING*, Esq., who, being duly sworn upon oath, deposeth and saith as follows:—

In reply to Doctor *Boyd*.] I AM High Sheriff, County Dublin, a member of the Lights Board and of the Port and Docks Board, and a proprietor of the Dublin and Liverpool and of the British and Irish Steam Packet Companies, being a managing director of both.

I know Captain Crosby very well. He was a number of years in the Dublin and Liverpool Screw Steam Packet Company; for several years, I do not know how many. I had opportunities to judge of his capabilities, care and character. I always looked on him as a most careful navigator, and a man to whom I had every confidence in trusting a ship, and as such I recommended him to the City of Dublin Company.

When in our service he did one of the cleverest pieces of seamanship that I ever was acquainted with, in saving a vessel from wreck and in saving life. He fell in, close to the Skerries, with a steamer of the Drogheda Company. The side

lever of her engine had broken, and in the going down stroke it punched a hole in the bottom of the steamer, and filled with water nearly up to the deck. Crosby came alongside, and, instead of allowing the passengers all to rush to one side, which might have upset the ship, he backed his own steamer, bringing her stern to the stern of the disabled vessel, and bringing the passengers from her on board his own vessel one by one, and towed the disabled steamer into Holyhead Harbour.

*J. Stirling*,  
Esq.

I was paid for the service, and had very great pleasure in handing the money to Captain Crosby. I was not present myself, but I speak from the official report.

He left me of his own accord to enter into business, and when I wanted a captain ever since I was always too glad to get Crosby.

(signed) *James Stirling*.

Taken before me this 24th day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell*,  
One of the Justices for said District.

The Information of WILLIAM WATSON, Esq., who, being duly sworn upon oath, deposeth and saith as follows:—

*W. Watson,*  
Esq.

In reply to Doctor *Boyd*.] I AM Managing Director of the City of Dublin Steam Packet Company, and a Director of the British and Irish Company, and a Commissioner of Irish Lights. I have had for a number of years an opportunity of judging of Captain Crosby. He has been about seven years with us as captain, and I have had every opportunity of judging of his capabilities, good sense and judgment, and I have a very high opinion of him. About three years ago, when a ship of ours was wrecked on the Skerries, I placed Captain Crosby there for a week or 10 days in command of a steam tender plying between the wreck and Holyhead; and he was, I believe, in and out by day and at night.

I have frequently gone in the mail packet at night to Holyhead since the "Edith" sank. I never got any intimation at Holyhead or elsewhere of the position of the "Edith's" wreck. I believe it to be directly in the course taken by the packets before the wreck was there.

I remember the night after the casualty. I was on the end of the jetty between 12 and

1 a.m., and, on looking towards the "Edith," I first thought I saw a light, but on looking again I could not distinguish it. I sent for our pier master, and gave directions to have a light sent out, as one of our vessels was due that night, and it was reported to me that that was done.

The mail boats must perform their journey with all rapidity consistent with safety.

Captain Crosby is at present in our employment, and under salary, but is merely suspended from active service pending this inquiry.

To Mr. *Cottingham*.] He is not on active service. My confidence in him is not shaken. We very frequently receive notices in case of a wreck or alteration of a light. In Dublin we get them, I believe, from the Irish Lights Commission. I cannot say from what other department they come. I saw no notice about the "Edith," nor any part of one, at Holyhead Custom-house. I did not look for one.

We issued no directions about the wreck of the "Edith" to our captain.

(signed) *William Watson.*

Taken before me this 24th day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.

The Information of JAMES CASEY, who, being duly sworn upon oath, deposeth and saith as follows:—

*J. Casey.*

In reply to Doctor *Boyd*.] I AM a Post Office official. I was in the "St. Patrick" in that capacity, on the 31st October 1876, and before the accident I saw nothing of the lights; but, on feeling the ship grate we rushed on the bridge, and from that, looking over the side of the ship, I could see a light. It appeared to me to be very dull and clouded, with the flame causing smoke inside.

To Mr. *Cottingham*.] It was a regular globe lamp. The glass looked as if smoked; it was quite dull. I mean the upper part of the glass. I am no judge of lights at sea.

Sworn before me this 24th November 1876.

(signed) *James Casey.*

(signed) *J. W. O'Donnell,*  
Chief Magistrate, &c. &c.

The Deposition of JAMES CONNELL, who, being sworn, says:—

*J. Connell.*

In reply to Doctor *Boyd*.] I WAS on board the "St. Patrick" on 31st October 1876, assisting about the mails. I was not on deck till after the occurrence, but I then came on deck. At first I saw no light on the "Edith," but afterwards I saw it swing. The light was on the left-hand side of the "St. Patrick." It seemed to me very black. When it swung it appeared to me to be like a lamp with a dark back. I saw very little of the light. I saw the reflection or rays of light going down to the water, but saw very little of the light itself. The lamp was dark, like smoke, but I could not say it was smoked.

To Mr. *Cottingham*.] I am not aware if any report was made to the Post Office.

(signed) *J. Connell.*

Taken before me this 25th day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.



The Depositions of JOHN LEE, who, being sworn, says:—

In reply to Doctor *Boyd*.] I WAS a Post Office official on the “St. Patrick” on 31st of October 1876. I saw nothing of the lights before the occurrence, but after it I came on deck, but saw no light on the mast of the “Edith.” Afterwards I discovered a light on the mast. The mast was between me and it, but the light swung to the left, and then I saw it, and looked at it sharply. The lamp was quite blackish; smoked all over, like.

*J. Lee.*

To Mr. *Cottingham*.] I was on the bridge. The lamp was smoked all over the top. By my watch it was 3.7 a.m., that is, 3.32 a.m. English time, when we let go and started; and it was about three minutes after that when I ran on deck. I took no note of how long it was before we left the wreck, or when we landed at the jetty, but it was about 4 a.m., to the best of my opinion, when we landed there.

To Captain *Grant*.] When I saw the mast of the wreck I was on the bridge, facing the bow of the “St. Patrick”; and the mast was then on my left to the left of the port paddle-box.

(signed) *John Lee.*

Taken before me this 25th day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.

The Depositions of GEORGE ROBERT BELL, who, being sworn, says:—

In reply to Doctor *Boyd*.] I AM Commander R.N., and have commanded ships in the navy for seven years. I have acted as Nautical Assessor at trials. I am Marine Superintendent at Liverpool of the City of Dublin Company. I acted for a considerable time as Naval Agent on the Kingstown and Holyhead Mails, and have often in such capacity or in command been in and out of Holyhead Harbour, both by day and night. I know the jetty forming the old harbour at Holyhead. Vessels start both from the north and south sides of it occasionally. In my opinion, it is a proper and seamanlike manœuvre for vessels starting from the south side of the jetty, to give the engines full speed ahead, and to give the starboard helm when rounding the end of the jetty. You must do it; that is, when coming over to Ireland. And with a wind from N.E., it is more necessary still, as she needs more helm to prevent the wind from acting on our port bow. The great thing is to get steerage way on the ship.

In clear weather, in the harbour, you look out for the lights, and do not look at the compasses. But in a dense fog you must trust entirely to the compasses; and at night it is proper to avoid the shipping by the lights on them, and not by looking at your compass.

Take a vessel four cables' length from the jetty, in or about the way of vessels proceeding from the jetty for Kingstown, and which was in the habit of exhibiting two fixed lights, there would be no want of care or skill in a captain starting from the jetty with a starboard helm. There would be none whatever on the night in question. The absence of those lights on that wreck so situated would be calculated to cause a collision, and would be calculated to mislead a vessel proceeding from the jetty.

On leaving the pier, you only give her the starboard helm till she gets on her course, and then you steady her; and it would be proper to continue the engines at full speed under the starboard helm till she got on her course.

Printed notices are always, in my experience, issued by the Board of Trade in case of wrecks or sunken vessels in harbours or fair ways. I always get printed notices of them from the Board of Trade; that is, I get them from the harbour authorities in the locality. I got no

notice whatsoever of the position of this wreck in Holyhead. Had I got one it would be up in my office now, and not removed until I got notice that the obstruction was removed.

*G. R. Bell.*

I know Captain Crosby very well. He has acted under me both at Holyhead and Liverpool, and we have used him, as a pilot, for the mail boats when docking them. I have a very high opinion of him as a careful and skilful commander. He has never met with an accident that I know of.

To Mr. *Cottingham*.] Notices about wrecks are generally signed by Thomas Gray.

To Doctor *Boyd*.] To Secretary, Marine Department, Board of Trade.

To Mr. *Cottingham*.] I cannot say that any of those notices came from Trinity House. The same notice mentioned the buoys and bearings, and lights of any wreck. On leaving the jetty you see the Skerries and the light on the breakwater. I know the bearings of the wreck from the jetty head to be N.E. to  $\frac{1}{2}$  E. I do not know the bearings of the Skerries to the wreck. The wreck is very much in the fair way. I happen to know that the Skerries and the wreck are nearly in one. If going out from the jetty, and that I knew the wreck was somewhere on my course, out ahead of me, and that it was not properly lighted, I would not have gone at full speed, that is, had I been aware they were not properly attending to the lights. If I knew it was there and knew that no lights were on, I should not then think it prudent to go at full speed.

About this time ten years I was naval agent on the mails. Since then I was the company's agent at Holyhead, and I was also in command of a vessel in the Royal Navy, and in and out of Holyhead in her.

To Doctor *Boyd*.] If I knew the wreck was there, and that, before starting, I knew she was not lighted, I would take precautions; but if I did not discover the fact of the non-lighting till I rounded the end of the jetty, I would have gone full speed.

To Mr. *Cottingham*.] The reason I knew of two lights being on the wreck was that I saw them some time ago, and I have been told there were two.

(signed) *Geo. Robt. Bell.*

Taken before me this 25th day of November, in the year 1876, at the aforesaid Police Court, in said district.

(signed) *J. W. O'Donnell,*  
One of the Justices for said District.



— No. 5. —

## REPORT of COURT of INQUIRY, with DECISION.

(M. 16,032.)

IN the Matter of a formal Investigation into the Circumstances attending the striking of the British Mail Steamer "St. Patrick" upon the Wreck of the Steamer "Edith," sunk in Holyhead Harbour, held at Inns Quay Police Court, Dublin, on the 21st, 22nd, 23rd, 24th, 25th, and 27th days of November 1876, by J. W. O'Donnell, Esquire, Chief Magistrate of the said Court, aided by Captain E. Hight and Captain J. F. G. Grant, R.N., as Nautical Assessors.

I DO report that having carefully inquired into the circumstances of the above-mentioned shipping casualty, I have found as follows :—

That the "St. Patrick" was a paddle-wheel steamer, employed to carry the mails from Holyhead to Dublin, in consequence of a breakdown of the regular mail steamer "Ulster."

That the "St. Patrick" was registered at the Port of Dublin, 746·01 gross, and 362·71 nett, and was owned by the City of Dublin Steam Packet Company.

That the "St. Patrick" left the south side of the jetty in Holyhead Harbour at 3.30, a.m., on the 31st October last, with about 100 passengers with Her Majesty's mails, and bound to Kingstown.

That a few minutes after leaving the jetty she struck on the wreck of the sunken steamer "Edith," and remained there for about half-an-hour, when she came off and returned in consequence to the old harbour, where the passengers and mails were transferred to the steamer "Shamrock" for passage to Dublin *via* Kingstown.

That the nature of damage done to the "St. Patrick" was very slight, and that no lives were lost nor injury sustained by any persons.

That the cause of the casualty appears by the evidence to have arisen from the said vessel having passed to the westward of the Stag Rock in proceeding towards the entrance of the harbour, also the apparently inefficient arrangements of the light or lights on the wreck of the "Edith."

## JUDGMENT.

This inquiry, though protracted, has not occupied any longer time than was necessary. The casualty in question was one which, on public grounds, demanded and has received a thorough and most searching investigation. All the evidence that could be reasonably expected to throw any light on the occurrence has been laid before me. I have anxiously and carefully, with the aid of my assessors, considered that evidence, and whilst we cannot acquit Captain Crosby of an error in judgment in navigating the "St. Patrick" as he did, nevertheless, bearing in mind the many extenuating circumstances disclosed in the evidence, we do not feel disposed to find him guilty of "wrongful default" within the meaning of the statute. We therefore return Captain Crosby his certificate.

I am further of opinion that all parties should pay their own costs.

Dated at the court aforesaid this 27th November 1876.

(signed) *J. W. O'Donnell*, Judge.

We concur in the above report,

(signed) *Edmund Hight,*  
*John F. G. Grant,* } Assessors.

— No. 6. —

City of Dublin Steam Packet Company to Board of Trade.

(H. 8615.)

City of Dublin Steam Packet Company,  
15, Eden Quay, Dublin,  
2 December 1876.

Sir,

I AM desired by the Board of Directors to transmit the enclosed extract from the Report made to them by their solicitor, with reference to the recent inquiry into the casualty to the "St. Patrick" steamship on 31st October.

As the inquiry was solely into the conduct of the master, and in no way as to the condition or equipments of the vessel, the Directors did not take part in the proceedings beyond having their solicitor in attendance, leaving to the legal advisers of the master the sole responsibility of conducting his case as they should consider right.

Had the charge, which appears to have been unduly pressed, resulted in an adverse judgment of the Court, the company, as owners of the vessel, might have been held civilly liable to other parties for the "wrongful default" of their officers; and, therefore, the Directors feel constrained to submit to the attention of the Board of Trade that the mode in which the inquiry was conducted by the gentlemen who acted as counsel for the Board of Trade, was oppressive and unjust, both to the master and the company.

In reference to the sunken vessel which led to the accident, I am desired to say that the Directors have refrained from pressing for her removal, because they were not aware that efforts were being made by the owners for raising her, and subsequently, the statement made by the Right Honourable the President, as reported in the London papers of 16th May, led to the expectation "that she would be removed by the middle of summer, and that until that took place the wreck would be efficiently marked by a buoy with a bell on it by day, and by two powerful lights to each masthead by night." It is scarcely necessary to say that the wreck was not removed up to the 31st of October, when the accident to the "St. Patrick" took place, on which occasion, as was fully established to the satisfaction of the court of inquiry, there was but one light on the north end of the "Edith," showing to vessels entering Holyhead Harbour, but none whatever on the other end, for the use of vessels leaving the Admiralty Jetty; and the Directors have been informed that the bell referred to (which was small and insufficient) has lately not been on the wreck at all.

The Directors, under these circumstances, feel called on to urge the indispensable necessity, having regard to the safety of the public and of the mail packets, that immediate measures should be taken for the removal of the wreck, and that until this can be effected, a vessel fitted with efficient lights and fog-bell or horn should be moored near to the wreck, so as to be easily seen or heard by the steamers leaving, as well as entering, the harbour

I have, &c.

(signed) P. Howell,  
Secretary.

The Secretary to the Board of Trade.

Enclosure in No. 6.

EXTRACT from REPORT of Solicitor on Inquiry into Casualty to "St. Patrick" on 31st October 1876.

I BEG to acquaint you, for the information of the Directors, that after four days' investigation, Captain Crosby was acquitted of the charge preferred against him on behalf of the Board of Trade, and his certificate was returned to him.

The inquiry was conducted under the new rules issued by the Lord Chancellor of England, pursuant to the Merchant Shipping Act of last Session, and the course adopted was to examine Captain Crosby first, upon his oath, as to the circumstances relating to the casualty, and his own conduct upon the occasion.



The chief mate, second mate, engineers, and some of the men on board were then examined, and, at the close of their evidence, the charges were put forward, and the case assumed the nature of a prosecution.

It is not only my opinion, but that of others engaged, that the case to the end was not conducted with that impartiality and fairness usual upon such investigations, and, in prosecutions by Crown Counsel upon the trial of an offender, but altogether with the endeavour to secure a conviction.

The solicitor for the Victoria Dock Company, who, on the first day of the hearing, issued a writ against your company in London for damages done to their pontoons, appeared and intervened in the case, and was made a party to the proceedings, for the purpose of getting an opportunity of cross-examining witnesses, and addressing the Court; he used all his exertions to secure a conviction, and it was evident during the trial that he and Mr. Cottingham for the Board of Trade, were mutually assisting one another.

The Court, however, did not find Captain Crosby guilty of "wrongful default," with which he had been charged, and therefore returned him his certificate.

— No. 7. —

Board of Trade to City of Dublin Steam Packet Company.

(H. 8615.)

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W., 15 December 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 2nd instant, transmitting an extract from the report made to your Company by their solicitor, with reference to the recent inquiry into the casualty to the "St. Patrick," steamship, on the 31st October last.

The Board of Trade are somewhat surprised at the tone assumed in your letter, and they desire that the following observations on the allegations which it contains may be laid before your Directors.

In the first place, the Board of Trade, notwithstanding the result of the inquiry in question, are very far from the opinion that the charge was unduly pressed against the master of the "St. Patrick," and they emphatically and unconditionally repudiate the imputation of the solicitor of your company to the effect that there was anything unfair or partial on the part of the Board in the conduct of the case, or that there was a combined effort on the part of the counsel representing the Board of Trade, and the solicitor representing the Victoria Dock Company, to procure a conviction.

In the next place I am to point out that the Board of Trade are quite as alive as your company can be to the danger caused by the presence of the wreck of the "Edith," and have put all possible pressure upon the London and North Western Railway Company, with a view to the removal of the wreck; that the Railway Company (as shown by the accompanying copy of a letter dated the 18th ultimo) have been, and are, taking all possible steps to remove it; and that if it had not been for the damage done to the apparatus for raising the wreck by the vessel belonging to your company, the wreck might probably before now have been removed.

I am lastly to point out that much as this obstruction to the fairway is to be regretted, it is not too much to expect from those who are in the daily habit of using the harbour that they shall use ordinary care and precaution to avoid a danger so well known, and so well marked, and under these circumstances the Board are not prepared to accede to the request that a vessel with lights and fog-bell should be moored near the wreck.

I am, &c.  
(signed) C. Cecil Trevor.

The Secretary to the  
City of Dublin Steam Packet Company,  
15, Eden Quay, Dublin.



— No. 8. —

City of Dublin Steam Packet Company to Board of Trade.

(H. 9086.)

Office, 15, Eden Quay, Dublin,  
22 December 1876.

Sir,

HAVING read your letter of 15th instant at the meeting of the Board of Directors this day, I am desired to express their regret that any communication made by them should have been considered improper in tone.

They venture, however, to submit that they were fully justified in bringing to the notice of the Board of Trade the mode in which the inquiry was conducted by Mr. Cottingham. But they desire me to add that neither the report nor my letter transmitting it, intended in the most remote degree to convey that there had been anything unfair or partial on the part of the Board of Trade. On the contrary, the Directors felt under much obligation to the Board of Trade for having acceded to their request that the inquiry might take place in Dublin, so as to afford better opportunity for giving evidence as to the facts of the case.

With reference to the conclusion of your letter, I am desired to say that the Directors cannot agree that the danger is well marked on all occasions.

The Assistant Secretary  
of the Board of Trade, London.

I have, &c.  
(signed) *P. Howell*,  
Secretary.

— No. 9. —

Board of Trade to Holyhead Harbour Master.

(H. 89.)

The Harbour Master, Holyhead.

3 January 1877.

THIRTY copies of a notice to mariners are sent herewith for your use; you are requested to furnish copies to the agents of the City of Dublin Steam Packet Company, and the London and North Western Railway Company.

(signed) *F. Jennings*.

Enclosure in No. 9.

NOTICE TO MARINERS.

WRECK of the STEAMSHIP "EDITH" in HOLYHEAD REFUGE HARBOUR.

WITH reference to a notice dated 29th September 1875, further notice is hereby given, that in lieu of the green wreck buoy then placed to mark the wreck of the "Edith," a bell buoy has been moored 10 fathoms N.  $\frac{1}{4}$  E. of the wreck.

The buoy lies in five fathoms at low water spring tides, about  $4\frac{1}{2}$  cable lengths N.E.  $\frac{1}{4}$  E. from the mail jetty head.

At night the wreck is marked by two white fixed lights, viz., one at the mainmast, the other from a jury foremast.

By order of the Board of Trade,

Board of Trade, Harbour Department,  
1 January 1877.

*C. Cecil Trevor*,  
Assistant Secretary.

— No. 10. —

Holyhead Harbour Master to Board of Trade.

(H. 131.)

THESE instructions have been complied with.

The Assistant Secretary,  
Harbour Department, Board of Trade.(signed) *J. F. C. Mackenzie.*  
4 January 1877.

— No. 11. —

London and North Western Railway Company to Board of Trade.

(H. 1466.)

Sir,

Secretary's Office, Euston Station,  
London, N.W., 16 February 1877.

No. 3.

REFERRING to the communication I addressed to you on the 18th November last, detailing the steps which had been taken for the removal of the wreck of the steamship "Edith" from Holyhead Harbour, the Directors are informed that a question may probably be asked in the House of Commons to-night, as to what further efforts are being made for the removal of the vessel; I am, therefore, desired to report to you, in continuation of that letter, that the contractors for the work have been making unceasing efforts, and notwithstanding the unusually stormy weather which has prevailed throughout the winter, have succeeded in detaching, lifting, and bringing to shore the two pontoons, with the attached machinery, which you will remember were much damaged in the collision with the steamship "St. Patrick," and so soon as the necessary repairs have been completed, restoring them to their original condition, the efforts to raise the vessel will be renewed.

In conclusion, I am instructed to add that the Directors have every confidence in the ability and resources of the contractors, and see no reason to doubt but that their efforts will prove successful.

The Assistant Secretary,  
Harbour Department, Board of Trade.I am, &c.  
(signed) *S. Reay*, Secretary.

— No. 12. —

London and North Western Railway Company to Board of Trade.

(H. 2081.)

Sir,

Secretary's Office, Euston Station,  
London, N.W., 7 March 1877.

WITH reference to my previous communications to the Board of Trade as to the wreck of the "Edith" in Holyhead Harbour, I ought to have mentioned that the contractors for raising the vessel have commenced proceedings against the City of Dublin Steam Packet Company, with the view of recovering the amount of loss to which they have been subjected by the collision of the "St. Patrick" steamer with their pontoons and machinery, which had been attached to the "Edith" for the purpose of endeavouring to raise her.

I may add that I have, at the request of my Directors, this day written to the contractors, to ascertain when they expect to have everything in readiness for the attempt to raise the "Edith."

The Assistant Secretary,  
Harbour Department, Board of Trade.I am, &c.  
(signed) *S. Reay*, Secretary.

— No. 13. —

London and North Western Railway Company to Board of Trade.

(H. 2137.)

Sir,

Secretary's Office, Euston Station,  
London, N.W., 8 March 1877.

REFERRING to the concluding paragraph of my letter of the 7th instant, I have now received a reply from the Manager of the Victoria Graving Dock Company, copy of which I send you enclosed for the information of the Board of Trade.

I am, &c.

(signed) *S. Reay*, Secretary.

The Assistant Secretary,  
Harbour Department, Board of Trade.

Enclosure in No. 13.

Dear Sir,

Victoria Graving Docks, Victoria Dock,  
London, E., 7 March 1877.

IN reply to your favour of the 6th instant, I hope to have the whole of the plant reinstated, ready for lifting the "Edith," in about six weeks' time.

I shall, of course, be glad to furnish any further information on the subject that your Board may desire.

Yours, &c.

(signed) *Druitt Halpin*,  
Manager.

*S. Reay*, Esq.,  
London and North Western Railway.



## HOLYHEAD HARBOUR.

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COPY of the EVIDENCE taken before the COURT of INQUIRY held in *Dublin*, on 23rd November 1876 and following Days, into the Circumstances of the COLLISION of the MAIL STEAMER "ST. PATRICK," Captain *Crosby*, Commander, with the Sunken Wreck "EDITH" in HOLYHEAD HARBOUR, and the Decision of the Court thereon ; together with COPY of CORRESPONDENCE on the Subject of Raising the "EDITH."

(*Mr. Sergeant Sherlock.*)

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*Ordered, by The House of Commons, to be Printed,  
12 March 1877.*

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RAMSGATE HARBOUR.

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RETURN to an Order of the Honourable The House of Commons,  
dated 12 March 1877;—for,

COPY “of REPORT of a COMMITTEE requested by the President of the Board of Trade to enquire into the Management of RAMSGATE HARBOUR and its PROPERTY ; together with CORRESPONDENCE thereon, and on the present INCOME and EXPENDITURE of the HARBOUR.”

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Board of Trade, }  
12 March 1877. }

EDWARD STANHÖPE.

---

(*Sir Charles Adderley.*)

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*Ordered, by The House of Commons, to be Printed,*  
*12 March 1877.*

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## CONTENTS.

No.	Registered No.	Date.		Page.
1	H. 3688	2 May 1876	Report of Committee to Board of Trade - -	3
2	"	18 " "	Board of Trade to Treasury - - - -	4
3	H. 4678	14 June "	Treasury to Board of Trade - - - -	5
4	"	28 " "	Board of Trade to Treasury - - - -	6
5	"	30 " "	Committee to Mr. Hunt, C.B., and Mr. Devey -	6
6	"	30 " "	Board of Trade to Ramsgate Harbour Master -	8
7	H. 5544	20 July "	Ramsgate Harbour Master to Board of Trade -	8
8	H. 5598	24 " "	Board of Trade to Treasury - - - -	9
9	H. 6027	10 Aug. "	Treasury to Board of Trade - - - -	9
10	F. 13,106	13 Dec. "	Board of Trade to Treasury - - - -	10
11	H. 8734	18 " "	Board of Trade to Ramsgate Harbour Master -	12
12	H. 9026	21 " "	Ramsgate Harbour Master to Board of Trade -	12
13	F. 172	3 Jan. 1877	Treasury to Board of Trade - - - -	12
14	H. 1933	28 Feb. "	Sir H. Hunt, C.B., and Mr. Devey to Committee -	13
15	H. 1933	6 Mar. "	Sir C. B. Adderley, K.C.M.G., M.P., to Earl Granville, K.G.	14
16	H. 1933	6 Mar. "	Sir C. B. Adderley, K.C.M.G., M.P., to Mr. Finnis -	14



COPY of REPORT of a COMMITTEE requested by the President of the Board of Trade to enquire into the Management of RAMSGATE HARBOUR and its PROPERTY ; together with CORRESPONDENCE thereon, and on the present INCOME and EXPENDITURE of the HARBOUR.

— No. 1. —

REPORT OF COMMITTEE to Board of Trade.

(H. 3688.)

Board of Trade, Whitehall Gardens, S.W.,

2 May 1876.

Sir,

IN accordance with your desire we have visited Ramsgate, and have seen the Harbour Master and several inhabitants of Ramsgate whom we thought likely to be able to give us useful information concerning the management of the Harbour, and its relation to the town.

We find that the recommendations made by the Committee appointed by the Board of Trade in 1870 have, generally speaking, been carried into effect.

Whilst alive to the advantages of local management, we have not been able to see our way to any proposal for that purpose.

We think, however, that the expenses may be reduced, and the income increased, as follows:—

The police now cost 400 *l.* a year. At Dover the harbour has no police of its own; and the Harbour Board decline responsibility for thefts committed on the Harbour premises. We see no reason why the same course should not be pursued at Ramsgate.

We think that it deserves inquiry whether some reduction might not be made in the staff of workmen, storekeepers, lightkeepers, &c.

We think that additional income might be derived from increased use of the steam tugs for the purpose of salvage and towage. At Dover the use of the harbour tug for these purposes is encouraged by giving the harbour master a small percentage on its net earnings. We think a similar practice might be adopted with advantage at Ramsgate, care being taken not to divert the tugs from their original and primary objects, viz., the cleaning of the harbour and the saving of life.

We think that the 55,000 *l.* now invested in the Three per Cents. might be invested so as to produce  $4\frac{1}{2}$ . The Dover Harbour Board now borrow 60,000 *l.* from an insurance company at  $4\frac{1}{2}$ , on the security of ground rents at Dover, and other sources of income, and if that Board would borrow instead from the Board of Trade, the Board of Trade would get  $4\frac{1}{2}$  per cent. for their money, or an addition of 550 *l.* to their income, on good security,

We are of opinion that an endeavour should be made to improve the town property of the harbour with a view to an increase of harbour revenue, and to an improvement of the town. The prosperity of the harbour and the town are in some degree connected. We therefore request authority from the Board of Trade to obtain professional assistance, at a cost not exceeding 100 *l.*, and to communicate, if necessary, with the Town Commissioners, with a view of reporting further on this subject. If so authorised, we would also report in greater detail on the other proposals which we have made.

We are informed that a proposal is under consideration for letting the stone-yard for the purpose of an aquarium, and other public rooms, at a rent of 500 *l.* a year. Were there any prospect of largely developed trade at Ramsgate, we should have hesitated to advise the abandonment of such a piece of quay space, where space is so limited; but as we do not see any such prospect, we see no reason why the proposal should not be carried into effect, provided that ample

security be given for the rent and power retained for the resumption of the premises by the Board, if needed, for harbour or national purposes.\*

If the above changes are effected there will be:—

Saving on police	-	-	-	-	-	-	-	£.
Change of investment	-	-	-	-	-	-	-	400
Rent of stoneyard	-	-	-	-	-	-	-	550
								500*
								<u>£.1,450</u>

Further reductions	-	-	-	-	-	} Uncertain.
Increased use of tug	-	-	-	-	-	
Improvement of property	-	-	-	-	-	

The annual average excess of expenditure over income for the last 10 years has been about 1,600 £.; but this includes heavy work for underpinning the piers, which will probably not occur again. It is therefore to be hoped that the income in future years may not only equal, but exceed the expenditure. If it should do so we are disposed to recommend that the surplus should be applied in deepening the inner harbour, and possibly in affording other increased facilities for trade and fishery.

We are, &c.  
(signed) *Granville.*  
*Steriker Finnis.*  
*T. H. Farrer.*

To the Right Hon. Sir C. B. Adderley, M.P.,  
President of the Board of Trade.

— No. 2. —

Board of Trade to Treasury.

(H. 3688.)

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
18 May 1876.

Sir,

I AM directed by the Board of Trade to transmit to you, to be laid before the Lords Commissioners of Her Majesty's Treasury, the accompanying copy of a report made by a Committee consisting of Earl Granville, Lord Warden of the Cinque Ports; Mr. Farrer, Secretary to the Board of Trade; and Mr. Finnis, of the Dover Harbour Board, who, at the request of Sir Charles Adderley, have recently visited Ramsgate Harbour.

No. 1.

I am to request that in submitting the enclosed document for the consideration of the Lords Commissioners, you will move them to accord their sanction to an expenditure, not exceeding 100 £., for the purpose of enabling the Committee to engage certain professional assistance, as proposed by them.

As regards the other suggestions contained in the report, I am to observe as follows:

The Board of Trade would be glad to know whether the arrangement made by the Treasury for the payment of a contribution out of Imperial funds in aid of local rates includes the cost of watching or lighting the harbour; as if this has been arranged by the officer of the Treasury, there would appear to be no difficulty in the way of dispensing, as recommended, with the services of the present police staff of the Harbour. In any case this question as to the police, shows the importance of not settling the rating question without taking all the circumstances connected with the harbour into consideration.

The Board of Trade will give their best consideration to the suggestions as to the possibility of reducing the existing staff of workmen, &c., and of increasing the revenue by further employment of the harbour tugs.

With respect to changing the investment of the funded property, it may be remarked

\* As no satisfactory reply has been received from the parties making this proposal to a letter sent from the Board of Trade, on the 29th of April 1876, the proposal has been treated as abandoned.

remarked that although it is not usual for a Government Department to invest in other than Government securities, yet, if this Board be looked upon as representing the trustees of the harbour, and in their capacity as trustees, are permitted by the Treasury to invest their funds so as to bring in a higher interest on good security, there does not appear to be any reason why the proposal to lend the money to the Dover Harbour Board should not be entertained.

The Board are at present in negotiation\* with two gentlemen who have asked for a lease of the stoneyard. The lease, if granted, will be subject to the conditions mentioned by the Committee.

I am, &c.  
(signed) *T. H. Farrer.*

The Secretary to the Treasury.

— No. 3 —

Treasury to Board of Trade.

(H. 4678.)

Sir,

Treasury Chambers, 14 June 1876.

WITH reference to your letter of the 18th ulto., forwarding copy of a Report made by a Committee appointed by Sir Charles Adderley to inquire into the management of Ramsgate Harbour, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that they sanction an expenditure not exceeding 100 £, for the purpose of enabling the Committee to engage certain professional assistance, as proposed by them.

With reference to your inquiry whether the arrangement made by the Treasury for the payment of a contribution out of Imperial funds in aid of local rates, includes the cost of watching or lighting the harbour, I am to request that you will refer to the letter from this Board of 2nd March last (No. 2753), and am desired to add that the arrangement referred to therein had reference to the drainage of the harbour, and to a contribution to the General District Rate of the urban sanitary authority, and to nothing else.

The charge for police does not fall on that rate, nor has the urban sanitary authority anything to do with the police; and the arrangements with the other local authorities have not yet been concluded.

I am further desired to state, that the matter to which you refer will necessarily come under their Lordships' consideration when they fix the contribution to be given to the police rate, and that, if in the meantime the Lords of the Committee think that there are any circumstances connected with the harbour which ought to be brought to their Lordships' notice, they will be glad to hear again from you.

I am to add that my Lords are opposed to the principle of investing funds, for which a public department is responsible, in securities bearing a high rate of interest, and that in the case of Ramsgate Harbour they would prefer that the investment of the funded property should remain unchanged.

I am, &c.  
(signed) *R. R. W. Lingen.*

*T. H. Farrer, Esq.,*  
Board of Trade.

\* This negotiation has fallen through.



— No. 4. —

Board of Trade to Treasury.

(H. 4678.)

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
28 June 1876.

Sir,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 14th instant, on the subject of the report made by the Committee appointed by the President to inquire into the management of Ramsgate Harbour, in which you convey the sanction of the Lords Commissioners of Her Majesty's Treasury to an expenditure not exceeding 100 £., for the purpose of enabling the Committee to engage certain professional assistance as proposed by them, but intimate that the Treasury would prefer that the investment of the funded property should remain unchanged.

As regards the question of watching the harbour, also adverted to in your letter, I am desired to suggest that there appears to the Board, as at present advised, to be no sufficient reason why the town police should not undertake this duty; and I am to request that no final arrangements with the other local authorities at Ramsgate may be completed with regard to the contribution out of Imperial funds in aid of local rates, without previous communication with this department.

The Secretary to the Treasury.

I am, &c.  
(signed) C. Cecil Trevor.

— No. 5. —

Committee to Messrs. *Hunt & Devey*.

(H. 4678.)

Board of Trade, Whitehall Gardens, S.W.,  
30 June 1876.

Gentlemen,

WE are authorised by the Government to ask you to inquire and report to us on the subject of the land and houses at Ramsgate, now belonging to the Government as part of the property of Ramsgate Harbour.

Particulars of the property are inclosed, with a statement of the terms upon which it is now leased (together with a report from Mr. Pownall, made last year, as to a portion of the property), and the harbour master at Ramsgate has been directed to give you any further information you may require.

Our object is to ascertain whether this property can be used in such a manner as to produce increased income, or, at any rate, not to cause loss of income, and at the same time to effect improvement in the town. This could not be done without the co-operation of the local authorities, and it is one of our principal objects to ascertain whether we can advise the Government to make any proposals to those authorities.

We do not wish for detailed plans; but for such a general opinion as may enable us to judge whether further steps should be taken in the matter.

We are, &c.  
(signed) Granville.  
T. H. Farrer.  
S. Finnis.

H. A. Hunt, Esq., C.B., 45, Parliament-street.  
G. Devey, Esq., 16, Great Marlborough-street.

## Enclosure 1, in No. 5.

## RAMSGATE HARBOUR.

PROPERTY.	TENANT.	Annual Rental.	DESCRIPTION, &c.
HOUSE PROPERTY :		£. s. d.	
Harbour-street, - - - 45	T. Knox - - -	150 - -	Clarence Baths.
Ditto - - - 47 and 49	Vaughan - - -	138 - -	
Ditto - - - 52	Giles - - -	362 - -	Albion Hotel.
Ditto - - - 54	Boyton - - -	110 - -	National Provincial
Ditto - - Vault under 56	General Steam Navigation Company.	40 - -	Bank.
Ditto - - - 56	Ramsgate Club - -	45 - -	
Ditto - - 58 and 60	R. Crampton - -	160 - -	
Ditto - - - 62	G. W. Bourne - -	90 - -	
Ditto - - - 64	Orlandini - - -	105 - -	
Ditto - - - 76	H. Thornton - -	Rent free.	
Ditto - - - 80	G. Pritchard & Deveson	Rent free.	
Ditto - - - 82	W. Austin - - -	12 - -	
Ditto - - - 84	J. Conolly - - -	Rent free.	
Ditto - - - 86	C. Fish - - -	16 - -	
Ditto - - - 90	W. Wharrier - -	Rent free.	
Ditto - - - 92	W. Penman - - -	13 - -	
Ditto - - - 94	D. Reading - - -	Rent free.	
Harbour-place - - - 1	W. Harland - - -	Rent free.	
Ditto - - - 2	G. Woodward - -	15 - -	
Ditto - - - 8	H. Miles & R. Goldsmith	Rent free.	
Bath-place - - - 3	S. Lambert - - -	12 12 -	
Harbour House (part of) -	Commissioners of Customs.	100 - -	
Pier Yard - - - -	Captain Braine - -	Rent free -	Harbour Master's house.
STORES, WAREHOUSES, &c. :			
Military-road Stores, 1, 2, 3, and 4	W. Garwood - - -	22 - -	
Military-road Stores, - No. 5	T. Foster - - -	6 - -	
Military-road Stores, 6 and 7	W. T. Foster - -	12 - -	
Military-road, No. 14, Store, under West Cliff.	E. G. Wastall & Co. -	7 - -	
Bonded Warehouse (one portion)	Page & Sons - - -	15 - -	
Ditto - ditto - -	Tomson and Gwyn -	15 - -	
Ditto (one portion and loft)	Moses and Deveson -	25 - -	
Half of Warehouse adjoining Buoy Lodge, Navy Lodge, and Cavity in Cliff.	G. Stevens - - -	21 - -	
Warehouse (West Cliff) - -		4 - -	
	General Steam Navigation Company.	25 16 -	
Warehouses at West Cliff Buoy Lodge, West end of Clock House.	Trinity House - - -	109 - -	
Coast Guard Store, adjoining Navy Lodge.	Admiralty - - -	21 - -	
Fish Market - - - -	W. Garwood & others -	50 - -	Old Engine house.
Ship yard - - - -	Barnes & Roberts -	60 - -	
Ditto - - - -	Moses and Deveson -	60 - -	
Ground West of Buoy Lodge -	- ditto - - -	12 - -	
Road to Sands - - -	Ramsgate Local Board	10 10	
Use of ground for pipes - -	Waterworks Company -	1 - -	
Farley-place, piece of ground -	J. Grant - - -	1 1 -	
Ditto - ditto - -	J. Saxby - - -	1 1 -	
Use of ground for carriage stand	Town Commissioners of Ramsgate.	1 2 -	
Foreshore in front of Esplanade, below Granville Hotel.	Messrs. Coutts & Co. (late E. W. Pugin, deceased).	- 2 6	
Ground for site of ice-house -	Smack Owners' Ice Company.	1 - -	
Ground at foot of Jacob's Ladder (standing for ice cart).	- ditto - ditto -	3 - -	
Garden ground, opposite Kent-place.	J. Freeman - - -	1 5 -	
Piece of ground, and sewage rent	Mrs. Corbin - - -	2 5 -	
Gardens of Harbour Servants, Drying Ground, &c.	- - - -	Rent free.	
Stone Yard.	-	-	

## Enclosure 2, in No. 5.

Sir,

29, Parliament-street, Westminster,  
31 March 1875.

I TOOK the opportunity when I was at Ramsgate of looking at the other houses belonging to the Board, situate in Harbour-street, formerly Goldsmid-place. They are substantially built and generally in good repair, and well let at, as I think, good rents, the only exception being No. 56, Harbour-street, which is now occupied on yearly tenancies by the General Steam Navigation Company and to the Ramsgate Club at the respective rents of 40 *l.* and 45 *l.*

This house adjoins the National and Provincial Bank, who, I believe, require to enlarge their premises, and to whom, I think, it would be desirable to let it on a repairing lease at a rent of 100 *l.* per annum.

I have already said that, with the exception of the last-named house, I consider the Board's property well let and at good rents, and these rents, I think, are worth 20 years' purchase in the event of the Board desiring to sell their estate.

The Assistant Secretary,  
Harbour Department, Board of Trade.

I am, &c.  
(signed) *Geo. Pownall.*

## — No. 6. —

Board of Trade to Ramsgate Harbour Master.

(H. 4678.)

MR. HUNT, C.B., of Parliament-street, surveyor, and Mr. G. Devey, of Great Marlborough-street, architect, have been requested to inquire and report to a Committee appointed by the President (*viz.*, Earl Granville, Mr. Farrer, and Mr. Finnis) on the subject of the land and houses at Ramsgate, now belonging to the Government as part of the property of Ramsgate Harbour.

These gentlemen have been supplied with written particulars of the property, and have been told that you have been directed to give them any further information they may require.

You will therefore act accordingly.

The Harbour Master, Ramsgate.

(signed) *C. Cecil Trevor.*  
30 June 1876.

## — No. 7. —

Ramsgate Harbour Master to Board of Trade.

(H. 5544.)

MR. HUNT, C.B., surveyor, and Mr. Devey, architect, inspected to-day the land and houses at Ramsgate belonging to the Government as part of the property of Ramsgate Harbour, and were supplied with all the information they required.

The Assistant Secretary,  
Harbour Department, Board of Trade.

(signed) *Richard Braine,*  
Harbour Master, Ramsgate.  
20 July 1876.



— No. 8. —

Board of Trade to Treasury.

(H. 5598.)

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,  
24 July 1876.

Sir,

WITH reference to that part of your letter of the 14th ultimo concerning Ramsgate Harbour, which states that their Lordships are opposed to the principle of investing funds, for which a public department is responsible, in securities, bearing a high rate of interest, and that in the case of Ramsgate Harbour they would prefer that the investment of the funded property should remain unchanged, I am to offer the following observations:—

The Board of Trade agree entirely in the proposition that sums in the hands of public departments ought not to be invested on speculative securities bearing a high rate of interest.

But the case in question is a peculiar one; in the first place there is some degree of connection between the undertaking which has money to invest and that with which it is to be invested. Ramsgate Harbour and Dover Harbour are neighbouring harbours; both formerly supported by passing tolls; both under public management; both within the district of the Lord Warden; and there may therefore be some propriety in allowing these two undertakings to assist one another, which there would not be if the only connection were that of lender and borrower.

In the second place the rate of interest can scarcely be called high, and the security is not speculative. It is a security accepted by a first-rate insurance office for 60,000 *l.*, a sum larger than that which it is proposed that Ramsgate Harbour should lend (55,000 *l.*); it consists of ground rents of an improving property in houses amounting now to 4,300 *l.* a year, and there is in addition, as the Treasury are aware, a large and growing income from dues, whilst the only other charge is a mortgage of 9,000 *l.*

Under these circumstances the Board of Trade think it right to ask the Treasury to reconsider this point, as it is beyond doubt very desirable that Ramsgate Harbour should, if possible, by proper means be made to pay its expenses.

A list of the house property and an account of the dues, and of the income and expenditure of Dover Harbour, can be forwarded, if required.

I have, &amp;c.

The Secretary to the Treasury.

(signed) *T. H. Farrer.*

— No. 9. —

Treasury to Board of Trade.

(H. 6027.)

Sir,

Treasury Chambers, 10 August 1876.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords of the Committee of Council for Trade, that my Lords have given their best consideration to your letter of the 24th ultimo, upon the question of investing the funded property of Ramsgate Harbour in a loan to Dover Harbour.

My Lords understand that the proposed loan is meant to be applied in paying off part of a loan of greater amount which has been made by a first-rate insurance office upon the same security.

If the two harbours belonged to independent local authorities, acting on equal terms, there can be no doubt that the transaction would be advantageous to Ramsgate Harbour, which would obtain interest at the rate of  $4\frac{1}{2}$  in place of little more than 3 per cent. (at the present price of Consols) for its capital without incurring any equivalent risk.

Such, however, is not the position of the two harbours.

Ramsgate Harbour and its property belong to the Government, and any deficiency in its revenue is, under the statute 24 & 25 Vict. c. 47, to be made good out of moneys provided by Parliament.

As regards Dover, except the Admiralty Pier, the Government is indeed represented on the Board, but it is not the controlling authority, nor is it responsible for deficiencies of revenue.

My Lords do not see how, if they were to authorise the Board of Trade in investing the funded property of Ramsgate Harbour in a loan to the Dover Board, they could consistently withhold a similar concession from any other department which might wish to make a similar use of moneys coming into charge of the department, and not due to the Exchequer.

The principle to be observed in all such cases is, that the Government does not seek interest for the money of the State in any security which is not covered by the State's own guarantee, and by the State's corresponding power of taxation.

So long as the State, through its financial department, the Treasury, is responsible for the deficiency in the Ramsgate revenues, the difference between high and low rates of interest on investments is not a local consideration.

It is not necessary to point out that the object of loans by the Public Works Loan Commissioners is public works; interest is not the object of such loans, but only the condition of them.

The Secretary, Board of Trade.

I am, &c.  
(signed) *R. R. W. Lingen.*

— No. 10. —

Board of Trade to Treasury.

(F. 13,106.)

Board of Trade (Finance Department),  
Whitehall Gardens, S.W.,  
13 December 1876.

Sir,

I AM directed by the Board of Trade to transmit, to be laid before the Lords Commissioners of the Treasury, an estimate of the expenses and receipts in connection with Ramsgate Harbour for 1877-78, and to state that as they anticipate that the income will be sufficient to meet the expenditure, they do not propose to ask Parliament for a vote in aid for next year.

They have, however, furnished an estimate of the receipts and payments of the harbour for the information of their Lordships. It will be for their Lordships to decide whether this statement should, under the circumstances, be inserted in the Parliamentary Estimates.

The Secretary, Treasury.

I have, &c.  
(signed) *R. G. C. Hamilton.*

Enclosure in No. 10.

## RAMSGATE HARBOUR.

## I. ESTIMATE of the Amount required in the Year ending 31st March 1878, as a grant in Aid of the Expenses of RAMSGATE HARBOUR (24 &amp; 25 Vict. c. 47, Part VII.)

— Nil. —

## II. HEAD under which this Vote will be accounted for by the BOARD OF TRADE.

	1877-78.	1876-77.
	£.	£.
GRANT IN AID OF THE LOCAL REVENUES OF RAMSGATE HARBOUR*	Nil.	2,351
NET DECREASE	- - - £. 2,351.	

\* See Parliamentary Paper 154, of 1873

The Estimated Expenditure on the Harbour is as follows:—

Salaries and Wages, viz:

			1877-78.	1876-77.
			£.	£.
1876-77.	1877-78.			
1	1	Harbour Master - - - - -	320	320
1	1	Superintendent of Police - - - - -	132	132
1	1	Pay Clerk - - - - -	151	151
1	1	Storekeeper - - - - -	135	135
1	1	Engineer - - - - -	300	300
10	10	Boatmen (24s. to 31s. 6d. a week) - - - - -	733	733
		Allowance to Coxswain of Lifeboat - - - - -	8	8
2	2	Lightkeepers (24s. and 27s. a week) - - - - -	133	133
4	4	Policemen (25s. to 26s. a week) - - - - -	265	265
9	9	Crew of Dredger (20s. to 31s. a week) - - - - -	560	560
8	8	Crew of Steamtugs (20s. to 60s. a week) - - - - -	628	594
30	27	Hired Labourers (2s. 9d. to 6s. 6d. a day, with extra time pay, &c.) - - - - -	2,031	2,219
68	65	Total - - - - £.	5,396	5,550
Materials, Stores, Fuel, &c. - - - - -			2,050	2,250
Water, and Incidentals - - - - -			230	192
Repairs - - - - -			1,000	3,000
Payment to Exchequer and Audit Department for auditing Accounts - - - - -			50	—
Stationery Office for Stationery - - - - -			20	—
Collection of Dues - - - - -			60	—
Pensions, viz.:				
Superannuation Allowances - - - - -			622	584
Pensions granted by the late Trustees - - - - -			167	—
TOTAL - - - - £.			9,595	11,576
The Estimated Receipts are:				
Harbour Dues - - - - -			6,000	5,702
Rent of Houses and Stores - - - - -			1,882	1,800
Dividend on 55,000 l., Three per Cent. Consols - - - - -			1,636	1,630
Interest on 3,118 l. 14 s. 5 d., New Three per Cent. Annuities - - - - -			93	93
Lifeboat Services - - - - -			140	—
TOTAL - - - - £.			9,751	9,225
Estimated Surplus of Income, 1877-78 - - - - £.			156	—
Estimated Deficiency of Income, 1876-77 - - - - £.			—	2,351



## — No. 11. —

Board of Trade to Ramsgate Harbour Master.

(H. 8734.)

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,

18 December 1876.

Sir,

It will be in your recollection that a Committee, consisting of Earl Granville, Lord Warden of the Cinque Ports, Mr. Farrer, Secretary to the Board of Trade, and Mr. Finnis, of the Dover Harbour Board, at the request of Sir Charles Adderley, visited Ramsgate Harbour in the early part of the year, with the view of inquiring into and reporting upon the management of the harbour and its relation to the town.

The report made by the Committee to the President contains the following recommendation :—

“ We think that additional income might be derived from increased use of the steam tugs for the purpose of salvage and towage. At Dover the use of the harbour tug for these purposes is encouraged by giving the harbour master a small per-centage on its net earnings. We think a similar practice might be adopted with advantage at Ramsgate, care being taken not to divert the tugs from their original and primary objects, viz., the cleaning of the harbour and the saving of life.

The Board of Trade, before proceeding to consider this recommendation, desire to be favoured with any observations you may wish to offer thereon, and I am accordingly to request that the matter may receive your early attention.

I am, &amp;c.

(signed) *C. Cecil Trevor.*

The Harbour Master, Ramsgate.

## — No. 12. —

Ramsgate Harbour Master to Board of Trade.

(H. 9026.)

Harbour Master's Office, Ramsgate,  
21 December 1876.

Sir,

IN reply to your letter, requesting any observations I may wish to offer on the recommendations contained in the report of the Committee who visited this harbour in the early part of the year, I beg to state that there are two steam tugs belonging to this harbour. One of them is daily employed towing the mud lighters out to discharge, and towing vessels to and from the harbour; and at night the fires are banked up and the vessel kept in readiness to proceed out, if required, on lifeboat service. It is therefore absolutely necessary to have one tug always in the harbour for these services, and in order to have one tug always in readiness, it is necessary to have two tugs here to relieve each other, to clean boilers, and keep the machinery in good working condition, &c. It is only occasionally that one tug could be spared from the harbour service to go out and look for salvage, and as we have only one crew, a second crew would have to be engaged to man the second tug, the wages of which, with the cost of coal, tallow, oil, &c., would be a great expense, and in my opinion the expenditure would far exceed the income that would be derived from such services. The London steam tugs are now so very numerous; some of them are always on the look-out ready to perform salvage and towage services, their principal cruising ground being between the North and South Forelands, and during the late gales there were as many as 20 steam tugs on the look-out between the above headlands

headlands, some lying at anchor in the Downs, others in Broadstairs Roads, and several under weigh, cruising about looking for employment.

I cannot, therefore, advise the Board to adopt the recommendation of the Committee.

I am, &c.

(signed) *Richd. Braine,*  
Harbour Master.

The Assistant Secretary,  
Harbour Department, Board of Trade.

— No. 13. —

Treasury to Board of Trade.

(F. 172.)

Sir,

Treasury Chambers, 3 January 1877.

THE Lords Commissioners of Her Majesty's Treasury have had before them the Estimate of Receipts and Expenditure of Ramsgate Harbour, for 1877-78, inclosed in Mr. Hamilton's letter of the 13th ultimo, and are glad to observe that no grant in aid is expected to be required for that year. As such is the case, they request you to inform the Lords of the Committee of Privy Council for Trade that there will be no necessity for presenting this Estimate to Parliament.

I am, &c.

(signed) *William Law.*

The Secretary to the Board of Trade.

— No. 14. —

Sir *H. A. Hunt*, C.B., & Mr. *Devey* to Committee.

(H. 1933.)

My Lords and Gentlemen,

45, Parliament-street,

28 February 1877.

IN obedience to the instructions contained in your letter of the 30th June 1876, we have inspected the land and houses at Ramsgate belonging to the Government as part of the property of Ramsgate Harbour, with the view to consider whether it may be capable of being dealt with in any manner so as to produce increased income, or at any rate so that the present income should not be diminished, and at the same time (if possible) effect improvements in the town; and we have now the honour to state, that having carefully inspected the various properties, and considered the rentals now derived from them, we are of opinion that no material increase of income can be reasonably looked for, nor could any scheme for improvements in that part of the town be effected without very sensibly diminishing the present income.

We have, &c.

(signed) *Henry A. Hunt.*  
*George Devey.*

The Right Hon. The Earl Granville, K.G., &c., &c.  
T. H. Farrer, Esq.  
S. Finnis, Esq.

## — No. 15. —

Sir *C. B. Adderley*, K.C.M.G., M.P., to Earl *Granville*, K.G.

(H. 1933.)

Board of Trade (Harbour Department),  
Whitehall Gardens, S.W.,

6 March 1877.

My Lord,

I HAVE received copy of the letter addressed by Sir H. A. Hunt and Mr. Devey to your Lordship and the other gentlemen who kindly undertook, at my request, to inquire into and report upon the actual condition and future prospects of Ramsgate Harbour and its property, from which I learn that it would answer no useful purpose to prolong the inquiry further.

I therefore avail myself of the present opportunity to express my best thanks to your Lordship for the time and trouble you have devoted to the subject.

I have, &c.

The Right Hon. The Earl Granville, K.G., (signed) *C. B. Adderley*.  
Lord Warden of the Cinque Ports.

## — No. 16. —

Sir *C. B. Adderley*, K.C.M.G., M.P., to *S. Finnis*, Esq., J.P.

(H. 1933.)

(Similar letter to No. 15.)

RAMSGATE HARBOUR.

COPY of REPORT of a COMMITTEE requested by the President of the Board of Trade to enquire into the Management of RAMSGATE HARBOUR, and its PROPERTY; together with CORRESPONDENCE thereon, and on the present INCOME and EXPENDITURE of the HARBOUR.

(Sir Charles Adderley.)

Ordered, by The House of Commons, to be Printed,  
12 March 1874.



RAMSGATE HARBOUR.

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STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD of  
TRADE, for the Year ended 31st March 1876 ; together with an  
ACCOUNT of the Receipt and Issue of STORES ; and also, RECEIPTS and  
PAYMENTS on Account of the BENEFIT FUND.

(PRESENTED PURSUANT TO ACT 24 & 25 VICT. c. 47, s. 33.)

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*Ordered, by The House of Commons, to be Printed,*  
*13 February 1877.*

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RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS  
made by the Board of Trade for the Year  
ended 31st March 1876; together with an  
Account of the Receipt and Issue of STORES;  
and also, RECEIPTS and PAYMENTS on Account  
of the BENEFIT FUND.

(Presented pursuant to Act 24 & 25 Vict. c. 47, s. 33.)

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*Ordered, by The House of Commons to be Printed,  
13 February 1877.*

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27.

*Under 1 oz.*



















